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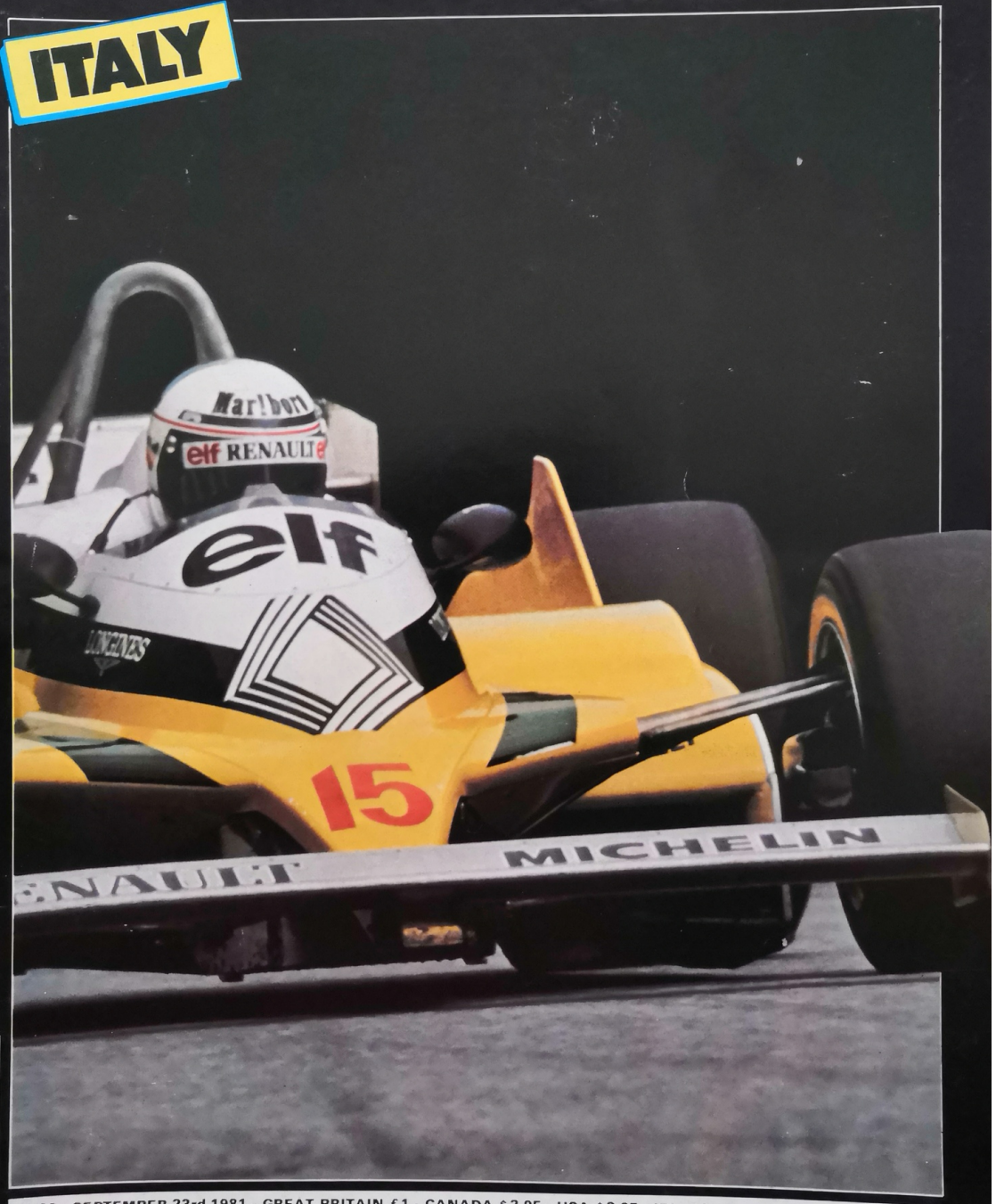

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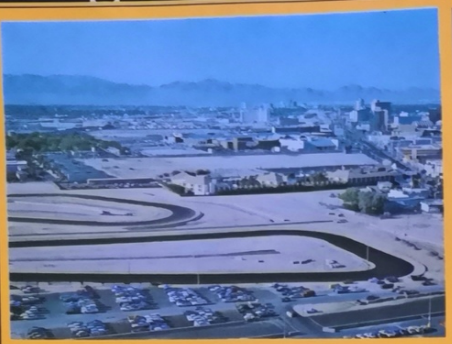
The paddock in Monza



LAS VEGAS IS READY

As our photograph of the Caesars Palace circuit shows, the "GP of the parking lots" is ready to go. Circuit specialist Robert Langford of the British RAC, who has advised the Americans, is extremely pleased that such an interesting circuit has been fitted into the extremely restricted space available.

Mr Bill Weinberger, a senior official of the Caesars Palace complex, estimates the cost of stating the race at over six million dollars. "We expect to recover the whole amount in advance ticket sales," he has confidently informed us.

THEODORE TOLEMAN

It was a surprise to find, only 20 minutes after the end of final practice at Monza, that the Theodore team had made an official protest against the eligibility of the Toleman which Brian Henton had just managed to qualify in 23rd place on the grid. After all, it was the Toleman team which had officially withdrawn a car earlier this year, at Zolder, permitting the Theodore to practise.

"We didn't have any alternative," explained Theodore team manager Jo Ramirez. *"Everyone got this message from FISA after Zandvoort to say that we had to change the system of mounting the skirts to the side panels of the car. And everybody complied except Toleman.*

"It's a silly rule, because it means that it now takes an hour to change skirts instead of 15 minutes. They say it's all part of the Concord Agreement, but they never asked us for our agreement, and our mechanics worked two all-nighters to make the necessary changes to the car."

In justification of the Toleman position, Renault team manager Jean Sage said that Toleman boss Alex Hawkridge had phoned him several days earlier to ask for Renault's understanding. *"Alex told me that his team simply didn't have time to get all the regular work done as well as getting their cars prepared for this very important race."*

It seems that the technical inspectors were just as confused as anyone, for they rejected the protest, on the grounds that the Toleman car had "not been changed in specification" since pre-race scrutineering. *"Great,"* said one British constructor. *"We'll have our 4-litre engine ready for Montreal."*

NIKI TRIES... A MARLBORO!

As this issue of GPI went to press, we learned on good authority that twice world champion Niki Lauda had started secret tests at Donington Park with the McLaren team. It is almost exactly two years since Lauda precipitately retired from racing when he walked away from his Brabham at Montreal.

As revealed already in these pages (GPI/GP San Marino), Lauda has been toying with the idea of a return to racing for several months. It was thought at one time that the Italian Parmalat company was trying to tempt Lauda to make a return to racing with one of the Brabham cars sponsored by Parmalat, but the indications are that this budget is now being used to attract Nelson Piquet to stay with Brabham.

The McLaren team, whose wealthy Marlboro sponsor is understood to have budgeted no less than 8 million dollars for the 1982 racing programme, is plainly anxious to attract a top-liner to join John Watson next year. The Austrian would fit the bill admirably (especially as circumstances suggest he needs the money!), although Watson will surely have mixed feelings about being upstaged, not for the first time, by Lauda.

Meanwhile, several top drivers continue to show signs of restlessness with their present teams. It is still by no means certain that Gilles Villeneuve will stay with Ferrari in 1982 (though he says he "probably" will), and there could be a vacancy for him at Williams, where both drivers seem to be keeping their options open.

Equally undecided is Mario Andretti, who had promised to give the final word about his '82 plans to Alfa Romeo "as soon as possible" after Monza. The Milan company has also been talking with both Elio de Angelis and Jean-Pierre Jarier.

It is unusual for there to be no "definite" transfers between teams at this comparatively late stage in the season. Evidently there are many drivers like Carlos Reutemann (who refuses to commit himself until the last GP at Las Vegas) who want to keep their options open.

LEYLAND TO QUIT RACING

Leyland Vehicles, joint sponsor of Frank William's racing team since the start of the 1980 season, has decided to withdraw altogether from racing. The Leyland group continues to make substantial losses, and Leyland Vehicles (the truck and bus division) is unable to make commercial progress in the depressed British and European markets.

On the bright side, the company says that its image outside the UK has been greatly improved by the association with motorsport, and particularly with Frank Williams. When the agreement was made at the end of 1979, Leyland Vehicles hoped for success, but as company chairman Mr Ron Hancock said: "we could never have envisaged how successful."

TRAGEDY ON THE ROAD

Our sympathy goes to Jean-Pierre Jarier, whose 9th place at Monza with the brand new Osella cannot have brought him as much pleasure as it deserved.

Jean-Pierre was involved in a fatal road accident on the night before the race, evidently when a youth on a bicycle dashed in front of his car. Although Jean-Pierre did his best to avoid a collision, the boy was struck by the rear of the car.

Witnesses have testified that there was no question of excess speed on Jean-Pierre's part. We understand that the cycle was being used without any lamps.

BRUNO'S "WOLF"

There was a newcomer at Monza to the list of "fighting spirit" winners of the gold Walter Wolf trophy. Bruno Giacomelli's dash past several top men into a brief 3rd place earned him four votes to win him the 3000 Sw Fr gold coin.

In the Candy-sponsored "clean driving" contest, the journalists yet again plumped for the race winner, Alain Prost. Overall, the Candy trophy leader is last year's winner, Nelson Piquet.

GILLES ROBBED ... TWICE!

The trappings of wealth and success for Gilles Villeneuve include his helicopter and a power boat. Alas, thay sometimes attract more attention than he might wish, as the Canadian discovered to his cost during his stay in Italy for the GP.

While Gilles was busy winning the F1 driver's powerboat race one week before the GP, souvenir hunters broke into the helicopter and "lifted" a document case. The chopper was "visited" again at Monza, this time with the loss of a fire extinguisher, on-board radio and Gilles's flying gloves.

FANGIO'S NIGHT TO REMEMBER

An invitation to meet the great Juan Manuel Fangio as a guest of Alfa Romeo at their Arese factory on the Thursday evening before the Monza GP was much too good to be missed. Thus it was with keen anticipation that we joined a huge crowd of celebrities at the magnificent Alfa museum to salute the five-time world champion and to see the premiere of a film entitled *"Fangio: a life at 300 kmh."*

Many of Fangio's friends were there, among them Luigi Villoresi and Maria-Teresa de Filippis, both of whom had raced against him in the '50s. The modern drivers who attended included Mario Andretti and Elio de Angelis.

The film, alas, was appalling. Basically, it consists of selections from the magnificent (but unissued) documentary masterpiece about Fangio's life which was made ten years ago by Hugh Hudson, mixed with horrific and irrelevant accident sequences dredged up from the contemporary newsreels.

Responsible for the film is the Italian director Gualtiero ("Mondo Cane") Jacopetti.

REGGA IS ON HIS FEET!

A glance at the record book shows that the holder of the Monza outright record (1m 35.6s/ 135.57 mph - 218.14 km/h) is still Clay Regazzoni, who set the mark during the 1980 Italian GP when he was with Frank Williams' team. It is with great pleasure, therefore, that we are able to pass on some good news about Clay, who is currently back in the Washington hospital where, in March, Professor Kao performed an extraordinary operation. Delicate microsurgery reconnected some of the nerves in Clay's back which had been severed when his Ensign crashed in last year's Long Beach GP, enabling the Swiss veteran to recover several functions which had been lost.

"Clay is able to walk between parallel bars and is already doing several hours of exercise every day," reports Ensign boss Mo Nunn. *"He can lift ten pound weights with both legs and the only problem at the moment is that he still has a spasm in the left leg. Those doctors have done a great job."*

So good, in fact, that the latest rumour from Washington is that Clay, now 42, is already talking about a return to racing!

AN EMOTIONAL FIVE MINUTES

Any Grand Prix is more, much more, than just an hour and a half of racing. For most, it extends beyond the four days that are spent a way from home. For the journalists, for example, it's a matter of renewing friendships, picking up the latest gossip and getting familiar with the paddock arrangements and the placing of the motorhomes. By Friday morning the action has begun in earnest, though it's still a day for preparations, important but not yet crucial. Saturday's business centres on the final hour of qualifying when the grid positions are decided. By then the atmosphere is electric.

Finally it's Sunday, race day. You fight through the traffic, keep an eye on what's happening in the half-hour warm-up as decisions are made about tyres and settings... and wait a couple of hours before the race proper begins. Then it's the Grand Prix itself.

At Monza, though, the five most thrilling minutes of the entire four days were - for us - the ones immediately after the chequered flag had fallen. They were hectic, they were tense, for every race at Monza ends with a seething mass of humanity instantly swamping the track. There were some added excitements: truncheons cracking heads, for example, at the same moment that the champagne was sprayed from the podium high above.

Emotions ran equally high among the competitors. Nelson Piquet, to begin with, left a deep impression as, for several minutes after his engine had expired on the last lap, he remained motionless in his car, stunned and flattened by a KO blow. It's difficult to know how he must have felt to have been eliminated, with four apparently safe points in the bag... and then watch Reutemann go past to take them for himself, the major rival. When the odds are as high as that, the drama takes on a new dimension.

After the fight, a haven at last inside the winning team's enclosure, where the champagne was disappearing like buns at a zoo party as the spectators watched, amazed. The little man Prost arrived, jubilant, to talk with the press. Before he did so, there was a magic moment under the awning of his motorhome. He gathered his thoughts, took a breath, and winked. "I blew them off..."

Photo Bovy/DPPI

THE YELLOW LOCOMOTIVE STAYS ON THE RAILS

Alan Prost has done it again! There were, he admits, some lingering doubts still in his mind when he started from the second row of the Monza grid. Within minutes, however, they had all gone. So had Prost, who vanished into the distance. With a perfectly set-up car, he was able to control the race from start to finish. This third victory of the year confirms, at least on circuits which suit the Renault, that Prost can be trusted to exploit its full potential. Two other significant points from Monza: one, that the RE30 is now reliable and two, that the team's engineers understand the complicated task of setting it up. At the moment, the Prost-Renault combination looks as though it will be hard to beat next year.

by Eric BHAT

Outside the Renault team's unmarked motorhome on Sunday afternoon, a large crowd of *tifosi* struggled to catch a glimpse of the day's winner. They crowded around the door, stoutly protected by Renault's PR man Jacques Poisson they peeped through the awning's windows and they opened up gaps in the canvas in order to see the winner of *their* race. Inside, 30 or so journalists waited to interview the day's hero, just as they had done fourteen days previously in Holland. Alain Prost himself was closeted inside the motorhome, making a phone call. He dialled his number. While the line clicked and buzzed as the overworked Italian telephone system tried to connect him, Alain allowed himself a little self-satisfied smile which seemed to say *"that showed them."*

"Them?": who did he mean by them? In some ways, it meant everyone, for few of the self-appointed prophets would have predicted that Alain Prost would win the Italian Grand Prix quite so easily. His own team, even, would have been hard-pushed to have predicted that it would be quite such a walk-over. The Renault men, like most Frenchmen, are prone to optimism, yet at Monza it was exactly the opposite. They may never by so pessimistic again. *"It goes to show that one can always win,"* said Alain a little later.

The usual Sunday morning journalists' opinion poll showed that Carlos Reutemann was favourite for the afternoon's race with 39 per cent of the votes, closely followed by Prost with 32 per cent. But the figure was based more on the little Frenchman's form than reality. On this occasion, there could be little reason for optimism. The votes reflected Prost's current standing in Formula 1.

The man himself would have been surprised if he'd known he'd been voted a close favourite. He wasn't nearly so confident. He didn't expect to win, or at least, not until he'd completed the first lap of the race. By then, his confidence had returned: *"immediately after the start, I realised that the car was handling fantastically."*

For two and a half days, Prost, unlike teammate Arnoux, had suffered a host of minor problems, which is why he started the race from the second row of the grid. Even that was a surprise. For the past four races, the front row had been all yellow. *"The Renaults will be on the front row again,"* regular followers would sigh, *"they always are."*

But Prost's practice problems upset form. On Friday he had brake trouble and later the ride height adjustment system played up, leaving the front end of his car too high. By Saturday morning the Renault engineers had sorted out the problem.

But again, during both practice sessions

The bull had to be taken by the horns, and some drastic changes made for the race. What exactly did the Renault men do? *"They raised the ride height, changed the skirts and made two or three other changes,"* explained Prost. There was no doubt that they were successful. *"During the first lap of the race, I realised that the car was fantastic to drive. It was even easier to drive on full tanks that it had been when it was relatively empty during practice. It was amazing to be driving a superbly balanced car when I'd been struggling throughout the previous two days."*

All he had to do now was win the race, and that's just what he did. *"Incredible! Just incredibly easy,"* he kept repeating when it was all over.

Was it really that easy? Alain made an excellent start, not an easy task. Only a few races ago, any Cosworth-powered

driver would dread having to start behind one of the sluggish turbocars (Scheckter called them "yellow teapots"). But Prost was soon alongside teammate and poleman Arnoux under braking for the first chicane. And it was Prost who turned in first.

"Rene behaved like a gentleman," recounted 'Prostichon'. *"He could have made things difficult, but instead he played the team line and avoided a shunt."*

After ten laps, Prost, like everyone else, had a problem on his hands. Rain showers dampened the track, but only in certain areas. *"That was difficult. It needed a lot of concentration to avoid going off. It started raining at Parabolica, but only a little, and then a lot harder. Then it was wet at Lesmo. It rained on and off all round the track. Each time I got to a corner, I'd wonder whether this time it was going to be wet or not."* This caution saved Alain from making the mistake that cost Arnoux his second place on lap 14.

But Alain was dominating the race, and he remained in the lead. He was so far ahead that at half-distance he was able to ease up. That 10,800 rpm limit was no longer a problem. *"I began to change gear at 10,000 rpm,"* he reported. He was safely on his way to the chequered flag. With another nine points on the table, his supporters started calculating. With 37 points (equal with Jones), Alain's total means that he still has a tenuous chance to winning the title. *"But we're only outsiders at the moment,"* confessed team boss Gerard Larrousse. *"We're going to do everything we can, even take a few risks, so that Alain finishes as well as possible in North America. Maybe Piquet and Reutemann will have the bad luck that we had at the beginning of the season."* The shadow of a smile appeared. *"You never know..."*

Alain's was more a long term view. *"We know how to cure handling, engine and tyre problems. We understand the car a lot better now. If we'd had two or three more races' experience with the car before Osterreichring, we would almost certainly have made a better tyre choice. I must say that the tyres were excellent here. I feel the team is working better as a whole. The car has been competitive since Jarama. We've been in a position to win ever since. Even so, the RE30 still isn't full developed."* Alain was being realistic. He was thinking of 1982, not 1981.

Alain was dissatisfied with his suspension set-up. *"It's not handling well,"* he explained vaguely. Added to that, Alain felt that the engine was slightly down-on-power. He'd noticed it in the morning and the mechanics had changed the turbos. But it didn't cure the problem. It was just as bad in the afternoon. It wasn't critical, because Alain was still able to set third quickest time. But Renault number 15 was at least 7mph slower down the straight than Renault number 16.

With a worrying practice behind him, Alain wasn't too confident for the race. Apart from his own problems, he knew that his maximum revs would be set three or four hundred revs lower, at 10,800 rpm, as a precaution on this long, fast circuit. The team had done the same thing at Osterreichring, where they had dominated practice, but not the race. Alain tried to make the best of things by playing the fool, putting on one of his famous "doggie" voices as he replied to my questions. His determination was still apparent, but perhaps it hid frustration.

After Sunday morning's warm-up, he was still growling. This time he wasn't joking. This was serious: he was still unhappy about the suspension. The skirts were wearing too quickly and the car wasn't balanced. Having failed to find a set-up to his own satisfaction, in desperation he switched to the same settings as Arnoux's. René had had no practice problems and was perfectly happy with his car. □

Larrousse and the Renault team show their delight as Prost crosses the Monza line (Photo Bernard Asset/A+P)

Practice problems for Prost, miraculously cured for the race (Photo François Beau/DPPI)

Not a very comfortable position... but the entire Renault team toasts the winner (Photo Marie-Claude Beaumont/Renault-Presse)

EXTRA, EXTRA

BLUES FOR THE BLUES

The Talbot-Ligier team was particularly confident after the second official practice session on Saturday. Laffite's fourth place on the grid confirmed that the team had made some useful progress between the two official sessions. *"We're going to beat everyone hands down tomorrow. We've got a car capable of winning,"* predicted Jean-Claude Guénard, one of the team's engineers, and known for being more a realist than an optimist. But Guénard wasn't entirely wrong, even if neither Ligier was fated to finish the Italian GP.

To beat the powerful Renaults at Monza in a straight fight was surely almost impossible. But in the early stages, Laffite proved that he could beat all the rest. He was fifth on the first lap, and five laps later he was up to third behind the two Renaults. He'd overtaken Jones on lap two, Reutemann on lap four, and Pironi on lap six. When Arnoux slid off the road, it should have been Laffite who inherited second place.

But on the seventh lap, his Ligier's handling began to deteriorate. One of his tyres was losing air. By the twelfth lap, his left rear was completely flat, and Jacques could do nothing when his blue and white car careered into the sand at the Ascari chicane. And there it stuck, immovable. Jacques' race was over. Once back in the pits, he confirmed Guenard's prediction: *"I could have won today,"* he said.

While Jacques was walking back to his pit, teammate Patrick Tambay, tenth at the time, was making his move. Two rain showers had dampened the circuit, and the wet conditions favoured the Frenchman. Between laps 12 and 18, he overtook Daly, Watson, Reutemann, Pironi and Piquet. With Arnoux's retirement, he found himself in fourth place, closing on Giacomelli's third placed Alfa. But then it was his turn to have a puncture, after running over debris from Watson's accident, and he parked his tyreless Ligier at the side of the track. Like Laffite, he had proved that the Talbot-sponsored Ligier JS17s were thoroughly competitive at Monza, even if it was all in vain.

EB

NO HIDING PLACE FOR NELSON

The Parmalat motorhome, normally "off limits" to anyone who doesn't have business there that is strictly official, was a scene of pandemonium immediately after the Italian GP. Brabham owner Bernie Ecclestone and engineer Gordon Murray were long gone, helicoptered away to their waiting plane, leaving the cramped "hospitality" vehicle to the high rollers of the Parmalat company and their assorted wives and friends.

It was upon this morass of Italian would-be sympathisers that a silent Nelson Piquet appeared as the sounds of the *Marseillaise* broke out from the direction of the podium. By rights, the Brazilian should have been there too, for he had started the last lap in a comfortable 3rd place, a position which would have given him four world championship points and sent him to Canada with the championship lead.

Instead, without warning, the Brazilian's engine had exploded as he started the final mile of the last lap. He had coasted as far as the Parabolica, which was as close to the chequered flag as his Brabham would take him. For at least three minutes he had stayed in the car, thinking many thoughts. It had been a stunning blow.

Surrounded by clamorous *tifosi*, he had walked back to the paddock. He needed to be quiet for a few moments at least, to readjust himself to the implications of this crushing disappointment. By the time he realised that the motorhome, normally a secure place of refuge, was full of strangers, he had already slammed the door behind him. And for half an hour he endured the grilling of the assorted sponsor-people.

Then it was the turn of the journalists, but only a favoured few. *"What do you want me to say?"* he scowled"... *that I'm bitterly disappointed?"* The language was Portuguese, but the sentiment was clear enough. *"With all the confusion at the beginning of the race, I just wanted to stay with the leaders, to keep an eye on them so that I could make amove later if necessary. Things were going perfectly: the guy I was worried about was Reutemann, and he was no problem. I knew I could beat him if I speeded up."*

The somewhat unreal atmosphere inside the motorhome was not enhanced by the fans outside, beating on the walls and rocking the whole thing on its suspension. Nelson refused to answer questions about his chances in the championship, but he was taking a close interest in a points table which someone had produced as the afternoon's scores were added to it.

"OK, now we have to go flat out for the points," he said, *"we can't afford to miss out again. Only two races to go, surely we won't have a repeat of today's godawful luck."*

Nor was it just the four points which had been lost to Reutemann that had got him so wound up. He was equally indignant about the driving of others when the track had been wet. *"They hung out a yellow flag when Watson had his accident, I think I must have been the only one who obeyed it. Bloody Giacomelli went straight past me, and then he overtook Pironi! Jones went past Pironi under a yellow, too. But they didn't do anything about Giacomelli, not here in Italy. If he had finished ahead of me, I would have protested him."*

The crush inside the motorhome was getting too much for him, though. He soon called up a couple of the larger Brabham mechanics to rescue him from inside and find him an armed escort to his car. Nelson wanted out.

One last question was called out: *"any other problem?"* asked someone. *"Uh-uh,"* he muttered, *"only one. That was my engine blowing up on the last lap. There's only one way to get over a disappointement like that. I've got to go to Montreal and win the Canadian GP... from the front."*

MGD/JL

TURBOCAR DELIGHT... ENGLISH-STYLE

For some, the podium. For the Candy-Toleman team, however, there were more modest objectives. For nine races they had struggled even to qualify their Hart-engined turbocar. At Monza, GP number 10 for them, they had made it. And to the huge delight of their mechanics, management and sponsors, the dark blue number 35 Toleman in the hands of Brian Henton rumbled home in 10th place.

Normally, being lapped three times by the winner is nothing to write home about. But for Henton and his supporters it constituted a triumph, a sort of victory which he celebrated by spraying the rubber-neckers around the Toleman enclosure with a bottle of champagne which had been waiting in a dark corner since the team's debut at Imola in April.

The British car is far from competitive yet, for it looks and sounds positively sluggish alongside its rivals. It was in trouble right from the start of the Italian GP with an ominous-sounding misfire caused by a minor electrical problem which forced Henton to keep the revs down. But the mechanics are plainly not awed by the thought of Sunday working (they've packed up on Saturday night nine times this year), and Henton's face full of teeth - so familiar in F2 last year - was on display behind a blinding smile. *"After four laps, the rev counter broke,"* he explained. *"I was having to remember where I'd changed gears during the two days previous, and we did 48 laps like that. To finish the first race, I think it's a tribute to the mechanics and design of the car. It feels fantastic."*

MGD

EXTRA, EXTRA

FINGER TROUBLE FOR ALAN

Second place was a much better result for Alan Jones at Monza than he dared to hope for. He was already in discomfort with a broken finger when the race started, and it seemed unlikely that he would get to the finish without having to slow down in order to conserve his rear tyres.

The finger was his fault. The man who leads the "fighting spirit" trophy for his performance on the race track is no less aggressive on the road, as a couple of youths discovered to their cost when they tried to play silly buggers with Alan in the Chiswick traffic a couple of days before the Italian race. In the altercation that followed, Alan gave as good as he got... and the broken finger was just one of several painful injuries which he was nursing when he arrived in Monza.

"It's bad," he grimaced after first practice. *"The medics have taped the broken little finger to the finger next to it, but it's costing me a second per lap."*

Meanwhile, Carlos Reutemann was running with the latest super-trick "wingless" setup on his Williams (the first time that this solution has been seen since the ban on sliding skirts), and his front row grid position was to prove its effectiveness. *"I can't drive the car like that,"* said Alan: *"it's too difficult for me with my hand in this condition."*

Alan's only hope of a good result was a wet race, for the greater downforce of his car's race settings would give him an advantage on a slippery track. Normally, however, rain means treaded tyres. And although there were glowering skies over Monza as the cars assembled on the grid, it was by no means certain that it would rain.

Nevertheless, Frank Williams decided to take a gamble with Alan's car. Weighing up the champion's 14 point deficit on the world championship leaders, it was a gamble that was worth taking. *"Let's try one of the Goodyear C tyres on the left rear,"* he called to the mechanics as the *"3 minutes to go"* sign was shown, and in less than a minute the softer tyre was fitted. *"In the dry, there was no way, on the evidence of what we had found during practice, that the C tyre would finish the race,"* he was to explain. *"But it looked as though it might rain and I thought the decision might pay off."*

So it was to be. When rain fell on the Curva Parabolica after nine laps, Jones sped past four cars (including Reutemann's) in less than four laps, leapfrogging into 2nd place behind Prost. The Clerk of the Course decided not to stop the race, despite several accidents, and when the track dried out (as it did after another ten laps or so), separate challenges from Giacomelli and Tambay ceased to worry Alan when the Alfa and the Ligier were both sidelined with mechanical problems.

With ten laps to go, Jones was even able to launch his own late attack on Prost's lead, which at one stage had been a clear 17 seconds. He took as much as five seconds off the Frenchman on one lap, although the Renault pit kept the leader well informed of the situation. Nevertheless, it might have been a much closer margin than the 22 seconds which separated them at the chequered flag, for the engine in Jones's car had broken a valve spring.

For once there were no "ifs and buts" about Alan Jones's performance. He sprayed champagne happily on the podium (in between shaking officials by the "wrong" hand) and thought about his championship chances now that the gap is down to only 11 points...

MGD

BRUNO PUTS THE ALFA INTO CONTENTION

If his Alfa Romeo had not been afflicted with gearbox trouble halfway through the race, Bruno Giacomelli would undoubtedly have been on the podium at Monza. The Alfa "comeback," which had started with Andretti's 7th place on the grid at Zandvoort, was in full swing on Alfa Romeo's "home" circuit... Once again, however, the melodious red and white cars failed to finish. Nevertheless, Bruno Giacomelli's number 23 had lasted long enough for him to give several front-runners a nasty shock. And his charge through the field from 8th place on lap 3 to 3rd place on lap 16 was greatly appreciated by the Milanese supporters.

Still wiping the sweat from his brow as he peeled off his Marlboro uniform afterwards, Bruno explained. *"It was the gearbox. First it stuck in fifth, so I stopped to get it fixed. Then it happened again in third gear. In the end I was having to lift the lever to get it to go in... but that made it very difficult to drive when I was on the limit."*

The Thursday before the Italian GP had been Bruno's 29th birthday. He had spent it waiting at Alfa Romeo's test track for the rain to stop falling so that he could try the new Alfa Romeo carbonfibre chassis. It was not to be: the continual rain had put an end to the team's hopes. As compensation, there was a birthday cake for him in the paddock on Friday, one day late. After Sunday's race, however Bruno had more to celebrate than his birthday... in spite of the afternoon's disappointments.

MGD

GOOD AND BAD LUCK FOR CARLOS

There's nothing predictable about Carlos Reutemann, and his emotions after the Italian GP bore eloquent testimony to that lack of predictability. Any other driver would have been delighted to have swept past Nelson Piquet's stricken car and snatched a place on the podium. That wasn't the case with Carlos, not even in the literal sense, for he was a notable absentee from the victory celebrations.

Nor did he share the glee of the dozens of Argentine radio reporters and journalists who trot around the world in his footsteps to scream his exploits into their microphones Whilst they passed on the good news about the latest championship positions to Buenos Aires, Carlos's face indicated that he was far from satisfied with his race.

Had the race remained dry throughout, there is little doubt that his car would have been perfect. With the front wings removed and only a tiny rear wing, it was extremely quick on the straights. The team had taken the precaution of fitting a B-compound Goodyear (harder than the "C") to the left rear, the tyre which does most of the work at Monza.

And then it rained. Suddenly these settins, so carefully worked out through days of private tests and four sessions of practice, turned out to be hopeless on a damp track. With no downforce and the hard tyres, there was no question of holding on to his early (and brilliant) 3rd place, and gradually he found himself fighting for 8th position.

Unseen during those laps was the look of anger on Carlos's face as he fought to defend his position. Feeling the drops of rain which had already started to fall on the circuit as the cars completed their warming-up laps, he had asked for (but been refused) a softer C-compound tyre for the left rear. Yet Alan Jones had been given the C-tyre.

It would be easy to read pro-Jones favouritism into this decision on the part of Frank Williams and Patrick Head. But Frank denies any such suggestion. *"Throughout practice, for some reason, the rear tyres on Carlos's car were running 30 degrees hotter than Alan's with the same settings. There was no way he would have finished the race with the soft tyre on the back. We couldn't take the risk: remember, only two weeks ago at Zandvoort, we lost two points to Piquet because we let Alan start the race with a tyre that was marginal, and on that occasion it wore out."*

Hence the "bad luck" about which Carlos was talking after the race, in which the wet conditions did not suit the way his car was set up, not to mention the seven seconds which he lost avoiding Alboreto's spinning Tyrrell at the scene of Watson's accident.

At the end of the race, Carlos had been slowly reeling in Piquet's Brabham, and the gap was down to five seconds. As they started the last lap, it looked as though he was going to have to make do with 4th place. It was fortunate for him that Piquet's engine should have decided otherwise. *"I immediately thought of Hockenheim,"* he said, *"where my engine blew when I was running ahead of Piquet. In that race, though, I lost a victory, while today Nelson only lost 3rd place... and even picked up one point by a miracle."* It was luck, perhaps, but for Carlos there are different *grades* of luck.

EB

THE FILM OF THE RACE

When poleman René Arnoux made a mediocre start to the Italian Grand Prix, teammate Alain Prost shot through from row two to lead his fellow Renault driver into the first chicane. And Prost was never headed again, taking the chequered flag 52 laps later. Behind him, the opening laps were extremely lively, but a rain shower (which affected only parts of the circuit) sorted out his pursuers, establishing a running order. Later there were dramas: Watson had a big accident and Piquet retired on the very last lap.

1 - Prost makes a perfect start, squeezing out Arnoux at the first chicane, with Reutemann and Pironi in pursuit. Pironi delights the home crowd by moving up to second during the first lap

2 - Arnoux, despite being overtaken by Reutemann and Pironi at the start, retakes them during the first five laps and is now second. This is the sixth lap. Laffite takes third place from Pironi

3 - Laffite slides off the track and out of tenth place on lap 12 with a flat rear left

4 - Giacomelli was superb in the rain. Here he leads Reutemann as he climbs up to third place, but he's soon to have trouble with his gearbox

5 - Patrick Tambay also fought through the field when it was wet. He was fourth on the 22nd lap when a punctured tyre caused his retirement

6 - The Italians had two compatriots to cheer at the end: de Angelis in fourth and de Cesaris. The McLaren man might have finished sixth but for a puncture on the last lap

7 - Prost and Jones on the podium... we only pick the best columnists!

PRACTICE

Arnoux and Prost set the two fastest times during the first qualifying session, an almost habitual exercise these days. Reutemann and Piquet, tying for the lead of the championship, were next quickest in third and fourth places. The Brabham driver set his time in his spare after his race car's engine was found to be down-on-power. Villeneuve set fifth fastest time. There were one or two suprises: for example, Laffite was only eleventh after engine trouble in the morning which prevented him from setting up his Ligier to his satisfaction. The Alfas were also disappointing. When Marlboro McLaren driver Andrea de Cesaris crashed heavily in the morning he was unable to take part in the afternoon's session because of the damage to his MP 4.

The next day, Arnoux retained his pole position, setting a time four tenths of a second quicker than the next fastest driver. While the little Frenchman would start from pole for the fourth time in six races, Renault's four race long domination of the front row was broken by Reutemann, who bumped Prost back to the second row. The Argentine had a good practice, setting up his car and using his softer tyres to perfection.

Prost, on the other hand, wasn't happy with his turbocar's set-up, partly because it was wearing its skirts too much at the front. Laffite made up for his disappointing time of the previous day by climbing seven places on the grid to fourth fastest.

Jones was fifth quickest having had engine trouble. He shared the third row with Piquet, whose car suffered from lack of straight-line speed. It was noteworthy that the five drivers who still had a chance of winning the world championship were grouped in the first three rows. Pironi, who had crashed his Ferrari heavily the previous day, qualified with eighth fastest time, one place ahead of Villeneuve who suffered a broken turbo. At the back of the grid, there was a pleasant surprise: Brian Henton qualified his Toleman for its first Grand Prix in 23rd place.

RACE

Heavy clouds gathered over the huge crowd in the hour before the start, but in spite of a couple of drops of rain, it held off until the race was ten laps old. At that time Prost already have a five second advantage over Arnoux, and eleven seconds over third placed Reutemann. Alain had made a superb start to lead his teammate through the first chicane and quickly drew away at the rate of a second a lap. Initially second, to the crowd's delight, had been Pironi, who also made an excellent start, but on the fifth lap, Arnoux overtook the Ferrari driver. From then on, Pironi was in trouble with understeer, and lost more places.

So Prost led Arnoux on the tenth lap, followed by Reutemann, Jones, Piquet, Pironi, Giacomelli and Laffite. The Ligier driver had been third behind the Renaults on the sixth and seventh laps, but then a rear tyre started to deflate and Laffite (expecting the race to be stopped because of the rain) dropped down the order before going off the track with the tyre in shreds on lap 12.

With rain still falling at various points around the circuit, Arnoux went off the track. Thus Jones inherited second place: teammate Reutemann, who had elected to run without front wings, was forced by lack of grip to drop back to eighth. But Giacomelli and Tambay fought through the field superbly, and by lap 19 they were in third and fourth places. Unfortunately, both were to hit trouble. Giacomelli had gearbox problems, and Tambay retired with a puncture when his Ligier ran over debris from Watson's big accident on the 19th lap. So Piquet found himself in third place on the 26th lap, in front of Pironi, Andretti, Reutemann and de Cesaris.

When the rain stopped and the track began to dry, the race settled into a pattern. Prost led Jones, and then came Piquet threatened by Pironi, Andretti and Reutemann. Exploiting his superior straight-line speed, it was the Williams driver who picked up places during the second half of the race as the track dried. He overtook Andretti and Pironi and found himself in fourth place, behind Piquet, whom he drew in at between one and two seconds a lap.

Andretti retired with a broken engine on the 40th lap which allowed de Angelis into the top six. Pironi had various problems, and the Italian Lotus driver soon overtook Pironi's Ferrari.

On the penultimate lap, Prost was still in front, leading Jones, Piquet, Reutemann, de Angelis, Pironi and de Cesaris. But on the last lap, Piquet's engine blew (piston failure) and de Cesaris suffered a puncture. So behind Prost and Jones came Reutemann, de Angelis and Pironi. Piquet, although he abandoned his car, salvaged sixth place. □

Monza statistics

ITALIAN GRAND PRIX

Date : September 13, 1981
Circuit length : 3.604 miles
Race distance : 52 laps, 187.405 miles
Conditions : overcast and warm with occasional showers
Attendance : 80.000 spectators

THE RECORD

(last five races)

1976 : PETERSON (March Ford)
1977 : ANDRETTI (Lotus Ford)
1978 : LAUDA (Brabham Alfa)
1979 : SCHECKTER (Ferrari)
1980 : Piquet (Brabham Ford)

STARTING GRID

ARNOUX
Renault RE30
1'33"46

PROST
Renault RE30
1'34"37

JONES
Williams FW07
1'35"35

WATSON
Marlboro MP4
1'35"55

VILLENEUVE
Ferrari 126C
1'35"62

DE ANGELIS
Lotus 87
1'36"15

ANDRETTI
Alfa Romeo 179
1'36"29

TAMBAY
Talbot Ligier JS 17
1'36"51

CHEEVER
Tyrrell 011
1'37"16

DALY
March 811
1'37"30

BORGUDD
ATS D6
1'37"80

HENTON
Toleman TG181
1'38"01

REUTEMANN
Williams FW07
1'34"14

LAFFITE
Talbot-Ligier JS17
1'35"06

PIQUET
Brabham BT49
1'35"44

PIRONI
Ferrari 126C
1'35"59

GIACOMELLI
Alfa Romeo 179
1'35"94

MANSELL
Lotus 87
1'36"21

REBAQUE
Brabham BT49
1'36"47

DE CESARIS
Marlboro MP4
1'37"01

JARIER
Osella FA1/C
1'37"26

PATRESE
Arrows A3
1'37"35

ALBORETO
Tyrrell 011
1'37"91

SALAZAR
Ensign N180 B
1'38"05

Non-qualified :

SURER (Theodore TY02) 1'38"11
GABBIANI (Osella FA1) 1'38"47
WARWICK (Toleman TG181) 1'39"27
STOHR (Arrows A3) 1'39"71
ROSBERG (Fittipaldi F8C) 1'40"34
SERRA (Fittipaldi F8C) 1'40"43

TIMES IN UNOFFICIAL PRACTICE

FRIDAY MORNING		SATURDAY MORNING		SUNDAY MORNING	
Reutemann	1'35"501	Arnoux	1'35"070	Reutemann	1'36"864
Arnoux	1'35"558	Watson	1'35"646	Jones	1'37"151
Jones	1'35"927	Prost	1'35"770	Arnoux	1'37"293
Villeneuve	1'36"199	De Angelis	1'35"775	Piquet	1'37"315
De Angelis	1'36"537	Mansell	1'35"854	Villeneuve	1'37"368
Watson	1'36"608	Laffite	1'36"065	Mansell	1'37"569
Piquet	1'36"638	Villeneuve	1'36"308	De Angelis	1'37"677
Pironi	1'36"735	Giacomelli	1'36"352	Prost	1'37"856
Prost	1'36"834	Reutemann	1'36"419	Rebaque	1'38"166
Tambay	1'37"640	Piquet	1'36"793	Laffite	1'38"215
Rebaque	1'37"704	Andretti	1'36"823	Surer	1'38"246
Cheever	1'37"808	Tambay	1'37"205	Giacomelli	1'38"410
Patrese	1'37"830	Cheever	1'37"324	Tambay	1'38"427
Giacomelli	1'38"348	Daly	1'37"386	Pironi	1'38"573
Jarier	1'38"354	Borgudd	1'37"696	Watson	1'38"576
Andretti	1'38"467	Pironi	1'37"767	Daly	1'38"83
Alboreto	1'38"919	Patrese	1'37"781	Andretti	1'38"85
De Cesaris	1'39"132	Jones	1'37"930	De Cesaris	1'39"04
Daly	1'39"168	Salazar	1'37"966	Patrese	1'39"51
Laffite	1'39"345	Jarier	1'38"209	Alboreto	1'39"81
Mansell	1'39"460	De Cesaris	1'38"461	Salazar	1'40"57
Surer	1'40"282	Surer	1'38"706	Jarier	1'40"64
Borgudd	1'40"772	Rebaque	1'38"876	Cheever	1'40"83
Stohr	1'40"988	Alboreto	1'39"017	Borgudd	1'41"29
Salazar	1'41"124	Stohr	1'39"324	Henton	1'53"60
Henton	1'41"385	Gabbiani	1'39"924		
Warwick	1'41"874	Serra	1'40"280		
Gabbiani	1'42"196	Henton	1'40"668		
Serra	1'42"683	Rosberg	1'41"365		
Rosberg	1'49"431	Warwick	1'42"216		

WORLD CHAMPIONSHIP

Position/Driver	Long Beach	Brazil	Argentina	San Marino	Belgium	Monaco	Spain	France	Britain	Germany	Austria	Holland	Italy	TOTAL
1. Reutemann	6	9	6	4	9	—	3	—	6	—	2	—	4	49
2. Piquet	4	—	9	9	—	—	—	4	—	9	4	6	1	46
3. Jones	9	6	3	—	—	6	—	—	—	—	3	4	6	37
Prost	—	—	4	—	—	—	—	9	—	6	—	9	9	37
5. Laffite	—	1	—	—	6	4	6	—	4	4	9	—	—	34
6. Villeneuve	—	—	—	—	3	9	9	—	—	—	—	—	—	21
Watson	—	—	—	—	—	—	4	6	9	1	1	—	—	21
8. De Angelis	—	2	1	—	2	—	2	1	—	—	—	2	3	13
9. Arnoux	—	—	2	—	—	—	—	3	—	—	6	—	—	11
Rebaque	—	—	—	3	—	—	—	—	2	3	—	3	—	11
11. Patrese	—	4	—	6	—	—	—	—	—	—	—	—	—	10
Cheever	2	—	—	—	1	2	—	—	3	2	—	—	—	10
13. Pironi	—	—	—	2	—	3	—	2	—	—	—	—	2	9
14. Mansell	—	—	—	—	4	—	1	—	—	—	—	—	—	5
15. Surer	—	3	—	—	—	1	—	—	—	—	—	—	—	4
16. Andretti	3	—	—	—	—	—	—	—	—	—	—	—	—	3
17. De Cesaris	—	—	—	1	—	—	—	—	—	—	—	—	—	1
Tambay	1	—	—	—	—	—	—	—	—	—	—	—	—	1
Borgudd	—	—	—	—	—	—	—	—	1	—	—	—	—	1
Salazar	—	—	—	—	—	—	—	—	—	—	—	—	1	1

RESULTS

1. PROST	Renault RE30	52 laps, 187.405 miles in 1h26'33"89, 129.866 mph
2. JONES	Williams FW07	22"125 behind
3. REUTEMANN	Williams FW07	50"587 behind
4. DE ANGELIS	Lotus 87	1'32"982 behind
5. PIRONI	Ferrari 126C	1'34"522 behind
6. PIQUET	Brabham BT49	one lap behind
7. DE CESARIS	Marlboro MP4	one lap behind
8. GIACOMELLI	Alfa Romeo 179	two laps behind
9. JARIER	Osella FA 1/C	two laps behind
10. HENTON	Toleman TG181	three laps behind

Fastest lap : REUTEMANN, 1'37"528, 133.030 mph.

CONSTRUCTORS' CUP

1. Williams 86 pts - **2.** Brabham 57 pts - **3.** Renault 48 pts - **4.** Talbot 34 pts - **5.** Ferrari 30 pts - **6.** McLaren 22 pts - **7.** Lotus 18 pts - **8.** Arrows and Tyrrell 10 pts - **10.** Ensign 5 pts - **11.** Alfa 3 pts - **12.** Theodore and ATS 1 pt.

THEIR FASTEST RACE LAPS

	Time	Lap n
Prost	1'37"702	9
Jones	1'37"536	47
Reutemann	1'37"528	48
De Angelis	1'38"498	31
Pironi	1'39"652	9
Piquet	1'37"598	45
De Cesaris	1'39"481	32
Giacomelli	1'37"893	48
Jarier	1'41"835	3
Henton	1'41"825	3
Andretti	1'39"585	30
Daly	1'39"139	8
Tambay	1'38"575	9
Mansell	1'40"257	4
Watson	1'39"366	8
Patrese	1'40"845	7
Alboreto	1'40"628	7
Salazar	1'40"131	7
Arnoux	1'37"886	8
Laffite	1'38"532	5
Cheever	1'40"165	7
Borgudd	1'41"117	4
Villeneuve	1'38"814	3
Rebaque	4'28"329	2

OFFICIAL PRACTICE TIMES

	1st session	2nd session
Arnoux	1'34"042	**1'33"457**
Reutemann	1'35"153	**1'34"140**
Prost	1'34"492	**1'34"374**
Laffite	1'36"529	**1'35"062**
Jones	1'35"983	**1'35"359**
Piquet	**1'35"443**	1'35"484
Watson	1'35"795	**1'35"557**
Pironi	1'35"977	**1'35"596**
Villeneuve	**1'35"627**	1'55"012
Giacomelli	1'38"617	**1'35"946**
De Angelis	**1'36"158**	1'36"309
Mansell	1'38"100	**1'36"210**
Andretti	1'37"166	**1'36"296**
Rebaque	1'37"131	**1'36"472**
Tambay	**1'36"515**	1'36"545
De Cesaris		**1'37"019**
Cheever	**1'36"189**	1'37"168
Jarier	1'38"167	**1'37"264**
Daly	1'38"852	**1'37"308**
Patrese	**1'37"355**	1'37"562
Borgudd	1'39"106	**1'37"807**
Alboreto	1'38"411	**1'37"912**
Henton	1'41"353	**1'38"012**
Salazar	1'39"033	**1'38"053**

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p by lap - Giro per giro - Runde um Runde - Tour par tour - Vuelta a vuelta - Ronde

16 RENE ARNOUX (F)	Renault RE 20 B	1
2 CARLOS REUTEMANN (RA)	Williams FW 07/B	2
15 ALAIN PROST (F)	Renault RE 20 B	3
26 JACQUES LAFFITE (F)	Talbot Ligier JS 17	4
1 ALAN JONES (AUS)	Williams FW 07/B	5
5 NELSON PIQUET (BR)	Brabham BT 49	6
7 JOHN WATSON (GB)	McLaren MP 4/1	7
28 DIDIER PIRONI (F)	Ferrari 126 C	8
27 GILLES VILLENEUVE (CDN)	Ferrari 126 C	9
23 BRUNO GIACOMELLI (I)	Alfa Romeo 179 C	10
11 ELIO DE ANGELIS (I)	Lotus 87	11
12 NIGEL MANSELL (GB)	Lotus 87	12
22 MARIO ANDRETTI (USA)	Alfa Romeo 179 C	13
6 HECTOR REBAQUE (MEX)	Brabham BT 49	14
25 PATRICK TAMBAY (F)	Talbot Ligier JS 17	15
8 ANDREA DE CESARIS (I)	McLaren MP 4/1	16
3 EDDIE CHEEVER (USA)	Tyrrell 011	17
32 JEAN-PIERRE JARIER (F)	Osella FA 1C 81	18
17 DEREK DALY (IRL)	March 811	19
29 RICCARDO PATRESE (I)	Arrows A3	20
9 SLIM BORGUDD (S)	ATS D5	21
4 MICHÈLE ALBORETO (I)	Tyrrell 011	22
35 BRIAN HENTON (GB)	Toleman TG 181	23
14 EMILIO SALAZAR (CHIL)	Ensign N 180/B	24

PIT STOPS AND RETIREMENTS

Alboreto : Start delayed, jammed accelerator, left pits two laps later, accident lap 21.
Rebaque : Start delayed, faulty electrics, retired lap 1, engine.
Villeneuve : Retired lap 6, blown engine.
Borgudd : Accident, lap 11.
Laffite : Retired lap 12, puncture.
Cheever : Retired lap 12, spin.
Arnoux : Accident, lap 13.
Salazar : Accident, lap 14.
Patrese : Retired lap 19, gearbox.
Watson : accident, lap 21.
Mansell : Retired lap 21, suspension and skirts damage.
Tambay : Retired lap 23, puncture.
Giacomelli : Stopped lap 26, gearbox retired lap 29, stuck in fifth gear.
Daly : Retired lap 37, gearbox.
Andretti : Retired lap 41, engine.
Piquet : Retired lap 52, engine.
De Cesaris : retired lap 52, puncture.

o per giro - Runde um Runde - Tour par tour - Vuelta a vuelta - Ronde na ronde - La

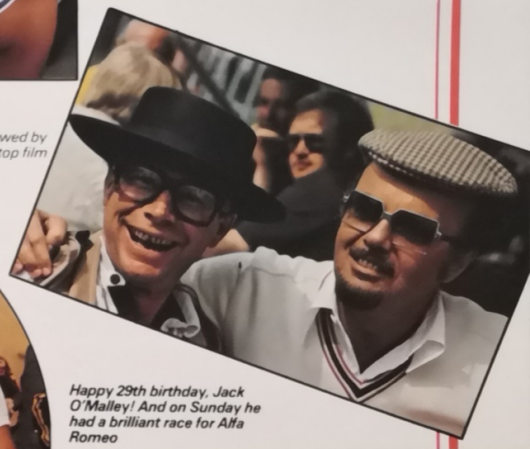
Postcard from Monza

'Ello, 'ello, 'ello (or Italian equivalent). At Monza, the policemen were friendly...

Spotted in the grandstand: former F2 driver Alberto Colombo, complete with sponsored waterproofs and his own private telly

There were 32 of these weird-looking single-seaters in one of the supporting races

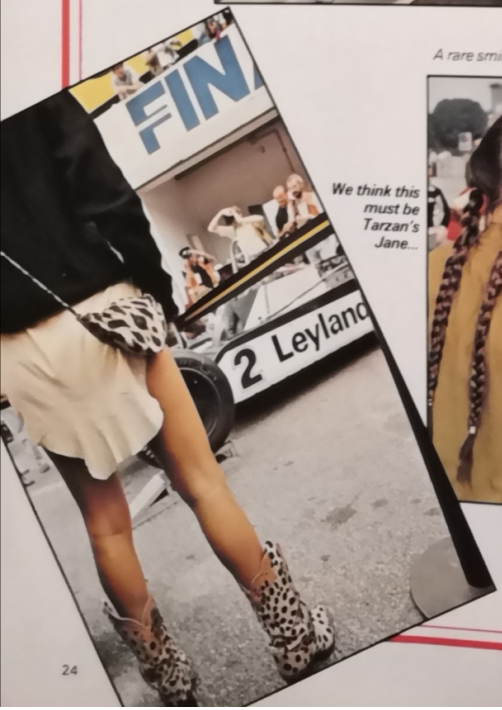
Roles reversed. Essex chief David Thieme tries journalist Jabby Crombac's cap for size, while Jabby does a passable Clint Eastwood impression in David's famous "Zorro" hat



Didier Pironi is interviewed by Eleonora, daughter of top film actor Raf Vallone

The paper was ready to throw every time that Villeneuve went by. It didn't get much use...

Happy 29th birthday, Jack O'Malley! And on Sunday he had a brilliant race for Alfa Romeo



A rare smile from Carlos

We think this must be Tarzan's Jane...

Bin liners instead of macs for GPI contributing lensmen Manou Zurini and Eric Vargiolu. Is that a new lens cap, Manou?

Assembled (with some difficulty!) for a group photo, here are 36 of F1's most popular "regulars." They're the people who look after the team motorhomes

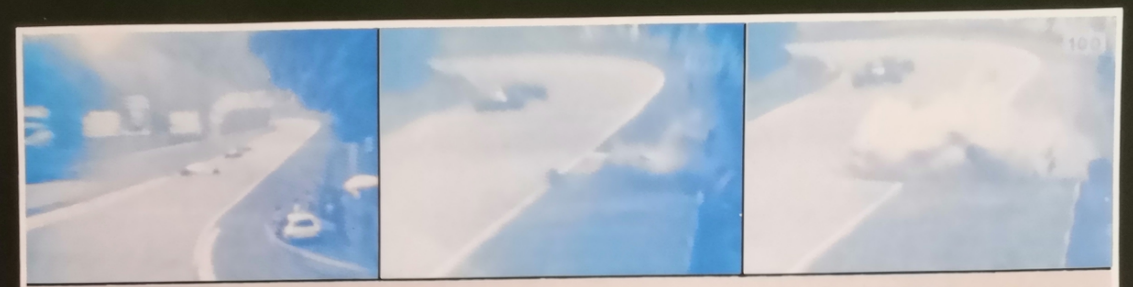
FANGIO AND FRIENDS

(Photos Bernard Asset/A + P)

Invited to Monza to help with the promotion of a film ("Fangio: life at 300 kmh") which has been made in his honour, Juan Manuel Fangio was there to encourage his fellow contryman Carlos Reutemann, possibly soon to become the second Argentine world champion. He also renewed his acquaintance with this faithful car, the world beating Alfetta 159 which helped him to his first title, in 1951. A demonstration lap before the race (note the old fashioned helmet) was spell-binding...

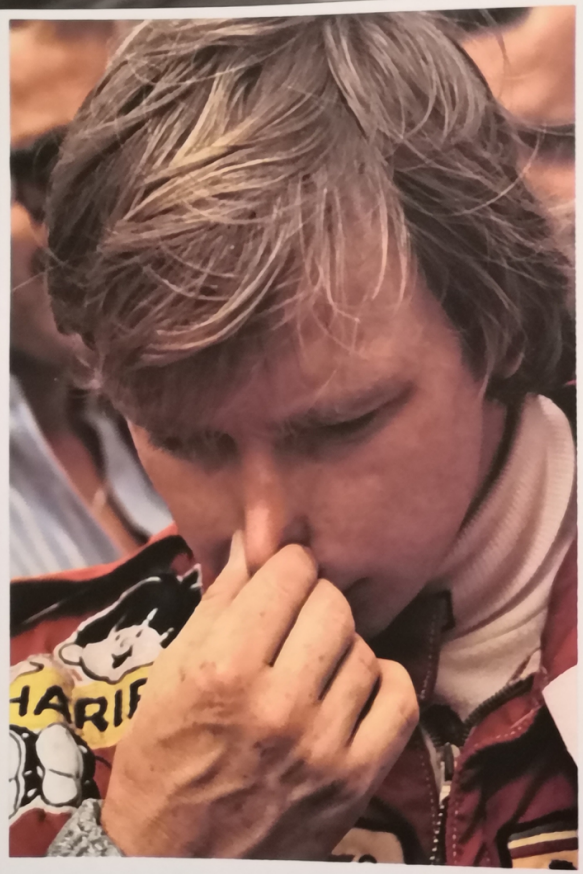
ARNOUX, POLE POSITION ACE

Renault regular René Arnoux took his fourth pole position of the season at Monza. Equally noteworthy was the presence of a Renault turbocar on pole position for the sixth GP in succession. But for Arnoux this season, practice success has yet to be followed by a race victory. And it was the same story in Italy: after holding second place for eight laps, he was suddenly confronted with Cheever's spinning Tyrrell and had no option but to go off the road. Once again, luck was against him. (Photos John Blakemore - Bernard Asset/A + P)



WATTIE HAS A CLOSE ONE...

Far and away the most spectacular accident of the weekend was the one which befell John Watson on lap 20 of the Italian GP. The accompanying photos say more than any words ever could...
Leaving the second Lesmo bend at a speed which cannot have been far short of 150 mph, John put two wheels over a kerb. Stiffly sprung like every other current F1 car, the McLaren instantly bounced out of John's control and ran at apparently undiminished speed into the barrier on the inside of the circuit. The impact was so violent that the engine/gearbox assembly was torn away from the chassis and flung back into the road, directly in front of Alboreto's Tyrrell. A flash of flame (which Watson didn't even notice) indicated that the "dry-break" couplings in the fuel system had worked perfectly.
With memories of other Monza accidents still fresh in the minds of so many, it was with great relief that spectators learned of Watson's escape... without a scratch. The safe outcome of the incident is a credit to the design and construction of the MP4's carbonfibre chassis. (Photos Bernard Asset/A + P)



DIDIER'S HOT LAPS

Didier Pironi is becoming something of an expert at jack-rabbit starts with his Ferrari, and he did it again at Monza, jumping into 2nd place halfway round the first lap. But the Ferrari's bad handling put paid to that, and he finished 5th. Afterwards he revealed that the engine cover had come loose, slowing the car on the straights and gradually cooking the unfortunate Frenchman in the cockpit. "I wouldn't have lasted much longer," he spluttered afterwards. (Photos Bernard Asset/A + P - Lionel Froissart)

A NASTY MOMENT FOR NELSON

Trying hard for a good grid position on his "quallies" in the Saturday afternoon practice session, Nelson Piquet suddenly felt a tyre go down. Too late to avoid spinning off into the sand at the Ascari chicane, he was obliged to walk back while the car was winched out of harm's way. The most intriguing part of the incident was the cause: a stone had got stuck between the brake caliper and the inside of the wheel, virtually machining the wheel into two halves. Something that Gordon Murray will surely not allow to happen again! (Photos Eric Vargiolu/DPPI - Lionel Froissart)

ANDREA DE CESARIS

In the paddock at any Grand Prix, there are surely twice as many stories in circulation about Andrea de Cesaris as there are about any other driver. Whether it's his family's influence with Marlboro, his future in F1 or the reasons for the 22 year old Roman's latest accident, some paddock "expert" always has the answer. Maybe this interview will quell some of the less well-founded rumours, for it reveals a young man who refuses to yield to the not inconsiderable pressures upon him.

by Mike DOODSON

You have told me that you were very upset about some of the things that were written about your driving, for example after the accident during practice at Zandvoort. What, in fact, happened there?

I know exactly what happened. At the end of the straight I put my foot on the brake pedal, and for the first one-tenth of a second the brakes were OK. Then the pedal went down. In my opinion, I didn't have any braking at all from that instant. But some people have told me (and I have photographs which show the same thing) that the rear brakes were locked up, so I have to accept that the rear brakes were working. In any racing car, though, the rear brakes only do a small amount of the work. And when we looked at the front tyres, they were not flat-spotted... which suggests that the front brakes were not working at all.

I know that the accident at Zandvoort was not my fault. Several people have said that I was braking very late for that corner, but if I had made a mistake (and I admit that I do make mistakes sometimes, just like anybody else), I would not have missed my braking ***completely***. At that speed you would not choose to go straight on like I did: you would spin the car, or run wide on to the grass. I don't blame my team, because they did the best job they could. I do not accept it, though, when people say that it was my fault. If they don't want to believe me, that's their choice. But I am telling the truth.

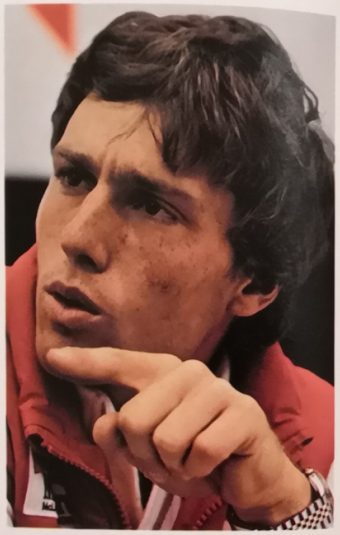
In the various accidents in which you been involved this year, have there been many mechanical failures?

Let's talk first about accidents in general. The worst kind of accident which you can have is during a race, because that means you get no points and there is less publicity for the car. If you have an accident in practice, it's bad... but even though it makes things difficult for the team, at least they can repair the car for the race.

If you look at our team's record, you will find that we have done 12 world championship races this year, before Monza. In races, I have had three or four accidents: Monte Carlo... Spain... Silverstone... and Hockenheim. In some (but not all) of these accidents, I accept that it was

me who made the mistake. For example, at Hockenheim, maybe I should not have tried to overtake Patrick Tambay at the moment which I chose.

But accidents like Monte Carlo and Silverstone, where people spun in front of me, well, they were not my fault. For sure, I have made mistakes this year - maybe even more than I should have done - but there are many, many things which people don't understand completely.



I am with McLaren this year, a team that is coming up again after a few years when it was not competitive. The car is new and so are many of the people involved. There is a lot of pressure on the team. It is not acceptable if I qualify 12th or 13th, as some other drivers are able to do: I know that I have to qualify in a decent position and finish the race well.

I was only given the new MP4 car at Monaco, which for me is only six races ago, and so far I haven't finished in a good position with the MP4. I finished at Zeltweg, but in the other races I had accidents. As I said before, some of these accidents were my fault, others no. But because of the team's situation, everybody watches me very closely, perhaps because of their interests. This puts pressure on me which should not be there because this is still my first year (in Formula 1). I am in what you call a "vicious circle:" you have an accident and the pressure becomes more, not less.

I don't want to blame my team, but there is one thing I want to say. This year, except for a few laps before we went to Monaco, I have only tested my Marlboro McLaren MP4 once outside official race practising, at Silverstone. I never tested

→

the M29 at the beginning of the year. So every 15 days, when I go to a race, I have problems which I have difficulty in solving... and every time I go to a race track I find a lot of pressure on me in qualifying. I don't have the relaxed atmosphere which you get in testing, when you can try different things on the car. I don't think it's very easy...

Do you think, therefore, that it would have been better for your career if you had stayed in Formula 2 this year? You are, after all, still the youngest driver in Grand Prix racing...

I don't think it would have been any different if I had done another year in F2. There are two important things taht you have to consider (when you are new to F1). First of all: are you going quick enough in a good car to qualify well? I have been doing that, especially considering the lack of private testing. So, from the point of view of speed, I think I was ready to go into F1.

From a second point of view, in F1 you have to be good in the races. You have to get used to long races, to being patient and knowing the right moment to overtake, because it's completely different

from 10-lap races in F3. And last year in F2 I think I showed that I (had this ability), because I finished some good races, some long races. OK, in F1 I made some mistakes from this point of view, but I think they are sort of mistakes which every driver makes in his first year of F1. I don't think there are many drivers in their first year in F1 who got points, not even with a good car. There are very good examples: Gilles (Villeneuve), or Nelson (Piquet). Now they are in a position to do well, to score points, but earlier (in their careers) I think they did the same as I am doing now.

Last year you drove the Alfa Romeo V12-engined 179 in two Grands Prix. Apart from the different tyres and the different type of skirts, what were the contrasts which you felt between last year's Alfa and this year's McLarens, from a driver's point of view?

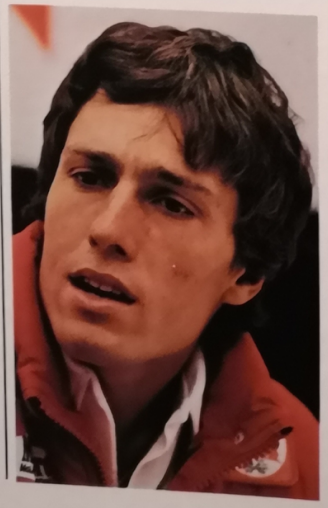
The first thing is that engines are very, very different. The Ford V8 is very much more "elastic," it has power over a much wider range than the Alfa. With the Alfa, the moment you touch the throttle, you find that all the power is there, suddenly. But I can't really say whether I felt that the Alfa had more power, because the whole car is so different and because there was a gap of almost five months before I drove the McLaren M29.

From a handling point of view, I would say that in fast corners the present McLaren feels very similar to the Alfa Romeo last year with sliding skirts. The Alfa was very well balanced in fast corners, and so is the McLaren. With full tanks, though, you could feel the extra weight of the Alfa: my car this year, even on full tanks, feels light to drive.

There has been a lot of comment in the press about the close relationship between your family and the Philip Morris/Marlboro company. Can you explain these connections and how important they are?

Well, in Italy the sale of cigarettes is a monopoly which is owned by the government. But between the government and the tobacconists there are distributors, and my father is one of these distributors. He distributes all brands of cigarettes, including Marlboro, but there is no special relationship between his business and Marlboro. He has friends at Marlboro, just as he has friends in the Italian and American tobacco companies. That is his job. But he is not employed directly by Marlboro, which has been suggested

What my father did for me, when I was racing karts, was to introduce me to these people because he knew they were interested in racing. They gave me help when I was beginning in kart racing, to get things which I couldn't get in Italy. And when I decided to race cars, I went to the Marlboro offices in Lausanne, to speak to (Marlboro Vice-Président) Mr Buzzi. It was the first time that I had met



him, and I asked him if there was a chance for me to race in a Marlboro Formula 3 team. He said "Yes," and I had the same deal which all the other Marlboro drivers have had.

You must understand that my father can have no influence on Marlboro. For sure, I have a very good relationship with Marlboro, because of the years that I have been with them, and they have been good to me. But that is all.

Of the 15 races which you have done in F1, which for you was the most satisfying?

The most satisfying was Imola, because that is where I got my first championship point. I started with the old car from 14th place and finished 6th, not because other cars stopped but because I passed many, many cars including an Alfa and a Renault. I was not lapped, so that was a good 6th place for me.

But speaking from a personal point of view, I got a lot of satisfaction from qualifying 5th on the grid at Dijon. I was having a very good race there, too, until I had to stop when I had trouble with a wheel. I would have scored some good points, I think.

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And the greatest disappointment in F1?

I know that some people believe that I have accidents because I am not good enough. But I also know that this is not the real Andrea, not the guy who was driving 100 per cent in F3 and last year. I don't like it when people talk about me like that. I want to get rid of this image and show all the people that it is not true that I am a crasher.

What are your interests outside motor racing?

Well, I have been doing a lot of racing this year with Lancia in long-distance events, so I haven't had much free time. Last year I was living in England, but this year, partly because there hasn't been much testing, I have been living in Italy and travelling to the races from here.

I like sports, not just to keep fit but for enjoyment. For example, I like windsurfing, which is easy to do in Italy. I have a small house near Rome, where I go for my holidays: I also like water skiing very much, and snow skiing. I enjoy horse riding... and animals generally. When I am not racing I spend as much time as possible with my family and with my girlfriend.

Is there any driver of the past that you particularly admire?

You ask about the past, but I don't know very much about the past. I haven't any idea about people like Fangio, for example! But I remember when I was racing karts, that was the time of Niki Lauda, and I really liked him. I don't know him at all, but I don't think that I am the same type of driver as he was. Obviously, I would like to have the sort of success that he had.

What are your hopes for the future, and in particular for 1982?

First of all, I want to finish the F1 season well, so that people who have trusted me - including McLaren - can have more confidence in me. I hope to be with a good team in F1 next year. I don't know yet exactly which one it will be, because there is a lot of negotiating going on.

□

SUPERMEN UNDER THE MICROSCOPE

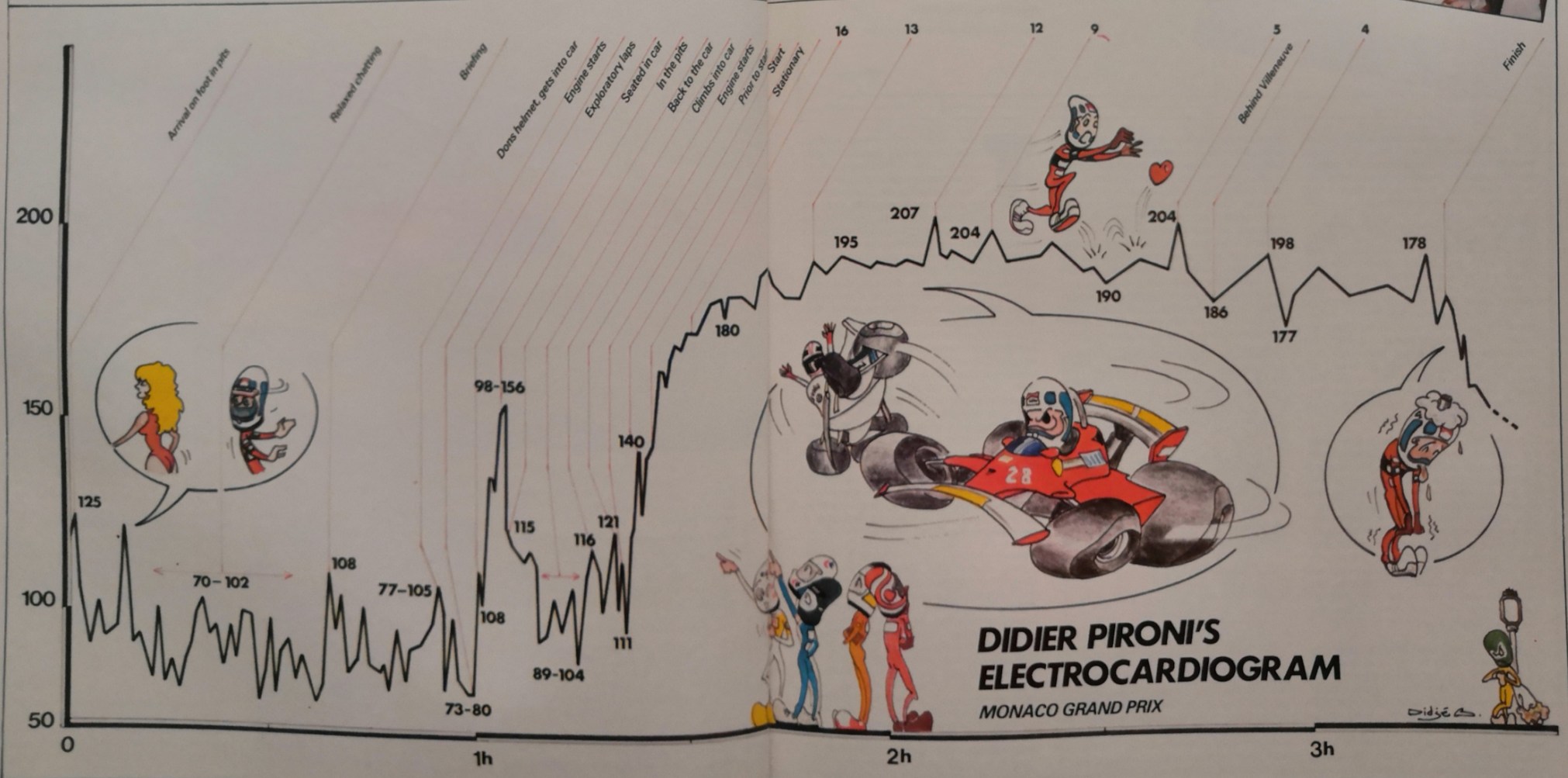
Racing drivers are often regarded as lesser sportsmen because they sit on their bottoms while practising their sport. Any notion that this sedentary position is in the slightest bit relaxin has been confounded by Doctors Jean-Paul Richalet and Catherine Bertrand who sarlier this ear used Didier Pironi as a guinea-pig for their research. Their findings were presented at Zandvoort, and some astonishing facts emerged about the stresses and strais exterted on a racing driver's body.

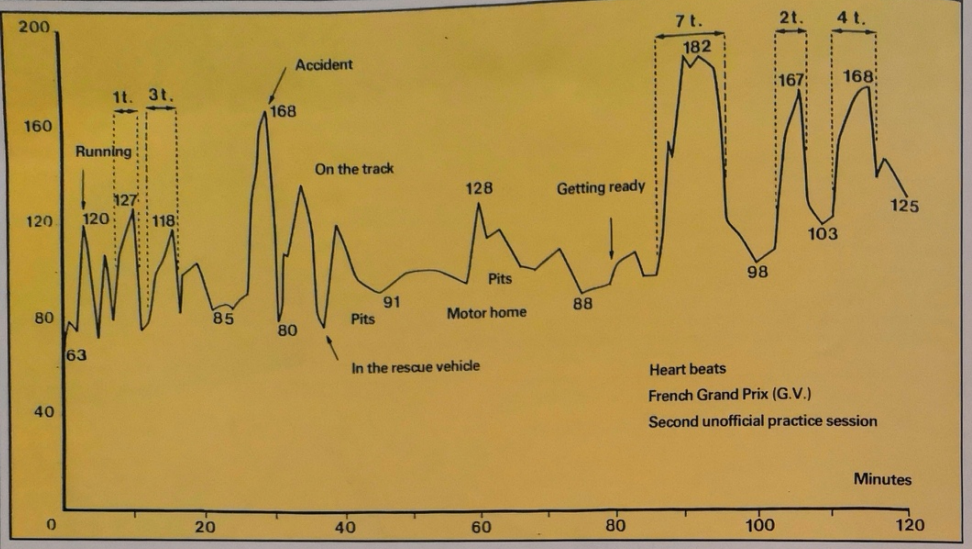
by Mario LUINI

We go back to May 31, 1981. Didier Pironi as just left the crowded Monaco paddock. He walks across the track beside the Rascasse restaurant, quietly strollin towards the pits. On either side of the track, the crowd calls to him, shouting his name, encouragin him before the race. It's usually warm in the Principality, but in his heavy three layer driving suit, Pironi is already sweating. Beneath the final layer of his suit, a tiny instrument is keeping him under observations. It records his heartbeats per minute as he walke to the pits: later, it will log the peaks and lows during the race. It's just one of the intriguing expriments to find out the reactions of the human body at the highest level of motor racing. Didier Pironi is as curious as anyone abut the findings of his personal bugging device, with its metal clamps stuck to his skin. But he's a professional, right down to his pulse rate. *"I think that anything that might help me to do my job better must be important. Apart from the obvious scientific advantages of this experiment, it should be of use to any one who races, and therefore we must learn from its findings".*

Three hours later, the secret spy had done its work. The information has been recorded on metal tapes ad would be analysed in a laboratory. And once again, a sn previous tests of this kind, they will show that the strains and efforts on a racing driver are rarely squalled by those in other sports. It may be sedentary, but such research confounds the popular opinion that motor racing isn't an athletic and extremely demanding sport.

Back at Monaco, thanks to the good doc- →





tors' "bug", we learn that when Pironi arrives in the pits, his heart is turning over at 125 bpm. Once ther, as he settles down to talk in the shade of the pits, his heart beat slows to between 70 and 102 in this 30 minutes of relaxation.

Then comes the briefing. Pironi peaks at 108. The tunnel is flooded, the track is wet and there are going to problems at the start. There will be an exploratory lap. Pironi dons his helmet and gloves, climbs into the Ferrari's cockpit and sits calmly while the mechanics buckle him in. Pironi ticks over at 105. There's a five minute wait ; in this time, Didier sits quietly and his heart beat slows to a mild 73. The engines are started, and while the Ferrari's temperature gauge rises, so does Didier's heart beat rate, to 108. The Ferrari covers the first warming-up lap, and Pironi's pulse rate rises to 156 - and it's only a warming-up lap!

The cars return to the pits, to learn that the start has been delaved. Didier climbs from his car and walks to the shaded signalling position. His pulse rate is 104. For 25 minutes the drivers wait. Then the drivers are asked to get back into their cars. Didier's hpm is 116. He climbs into the car, the mechanics tighten the belts, the engine is started and he does another warming-up lap at 121 hpm. The track is still wet in the tunnel, but at least it's raceworthy providing the drivers take care. The cars stop on the grid, and red light comes on 140 hpm. Then the green, the start, and Didier is at 144.

He doesnt't start from very high up on the grid, so it's hard to try and overtake anyone until the cars have sorted thenselves t. Within three laps, Didier's heart beat has risen to 180. And Didier is in 18th position. Didier's pulse rate is never lower than this virtually throughout the next two hours, and only when he crosses the finishing line in fourth lace does it fall, even though he's exhausted.

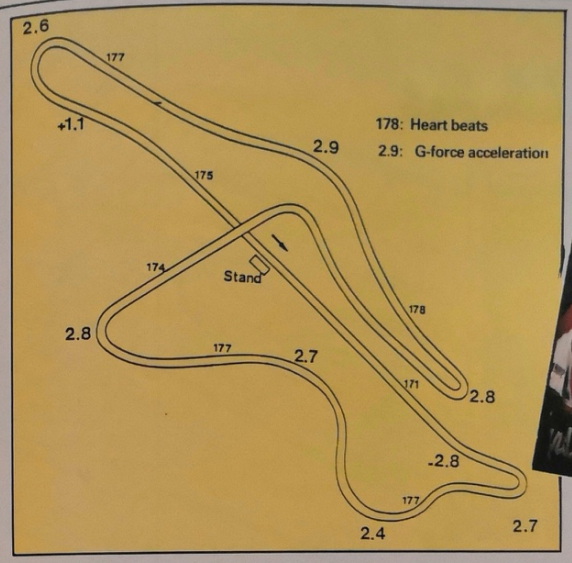
Meanwhile, his heart has been revving at more than 190 on average, whit peaks of 204 and 207 when he's overtaken rivals, always particulary tricky at Monaco.
The doctors put the findings into perspective. *"We don't know of any other sport where the pulse rate is so high for so long. Only in downhill ski racing and athletics have we found figures approaching this rate, and then only for a few seconds or maybe a minute or two. Never for nearly two hours".*
Pironi himself wasn't particulary surprised. *"I expected the results. But what suprises me, on the other hand, is that the doctors are quite so amazed".*

At that time, the Pironi findings remained unpublished. Since then, there have been other experiments: at Le Mans in 1980 and 1981, with Gilles Villeneuve during practice for the last French GP, at Fiorano's test track during a private test session, and at Dijon with Jean-Louis. Schlesser during a French saloon car race. However, the researchers have temporarily had to cease their experiments due to the cost and the complexity of the instruments involved. While Gilles Villeneuve has been willing to participate in various experiments, he's still unwilling to do so during official practice sessions and the race.

"The weight of the equipment, the rubbing of the electrodes against the seat belts, plus the centrifugal force, is too much of an additional handicap. I like to be free of any encumbrance which might limit movement when I'm driving at the limit." Didier Pironi doesn't disagree, but being the original driver approached for the experiments, he wasn't undrillin to co-operate. *"It's certainly a slight handicap at Monaco. But bein at the back of the grid and with no chance of trying for the lead, I was quite willing to participate. Furthermore, Monaco being the difficult and twisty circuit it is, I was sure that it represented the supreme test".*

The experiments were conducted by a small research team from the University Henri Mondor hospital at Creteil on the outskirts of Paris. It was headed by two two specialists in sport medicine, Doctor Richalet, chief of the physiologi department, and Doctor Bertrand, an anaesthetist/resuscitation expert. They wanted to gain some practical knowledge of the forces and demands exercised on drivers, and they presented their findings at Zandvoort. They classified the forces to which drivers are subjected into four categories:
- physical stress from lateral longitudinal acceleration, deceleration (braking) and vertical vibration.
- thermal stress, deriving from the fact that races are usually held when the weather is warm, but increased by helmet and overalls.
- energetic stress, directly related to the muscular force required to combat the effects of acceleration and in driving the car as quickly as possible.
- finally, the emotional stress which incorporates all the mental aspects of driving, from the concentration involved in driving to the various environmental and personal stimuli.

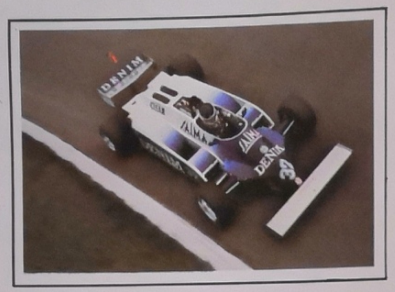
Up until now, three different experiments have been made. Firstly, there was the electrocrdiogram reading made with Didier Pironi at Monaco (the findings are related above). Secondly, transverse forces have been measured with the aid of a mini-accelerometer fixed to the breastbone of a driver. Finally, dehydration has been measured in two ways: firstly by relating the amount of food and drink ingested by the driver against his weight variation; and secondly by taking the red corpuscle blood count before and after effort.
The electrocardiogram readings are probably the most interesting. Various drivers in different types of races have been used, but even though the average readings may vary, the figures are still very high. Pironi "peaked" at Monaco, but his heartbeat was still high at Le Mans. During his first stint in the 24 hour race, his pulse rate varied between 150 and 192 hpm, and during the fourth session, it varied between 130 and 150. This would sem to indicate that heartbeat is directly allied to the average speed of the car, whatever the car. Yet Jean-Louis Schlesser, driving a shorter but probably more lively saloon car race, varied between 166 and 195.



Generally speaking, the readings from Gilles Villeneuve were lower than Didier's. But there again, it's hard to relate the two figures because they weren't taken in the same conditions. Gilles revved no higher than 182 at Fiorano and Dijon. And when he crashed at 150 mph in practice for the French Grand Prix, Gilles' pulse rate was no higher than 168, and it quickly dipped to 80! On the other hand, when Didier went off the track at Le Mans last year, and at Monaco this year, he revved to 197 and 212 respectively. He obviously gave himself a huge fright.
Readings taken under acceleration, deceleration and cornering are also impressive. They were taken at Fiorano and reveal that the driver suffered 2.9 G in virtually all the corners, fast or slow, and under braking. In other words, in each corner, and each time he braked, the driver weighed nearly three times his normal weight. Original recordings of the electrical activity of the muscles on both sides of the neck revealed that they were contracting at the same time, either in a deceleration section or in the corners, whatever the direction. Consequently, the neck muscles have little relaxation in one lap. The work of the neck muscles in maintaining posture is considerable. No wonder so many drivers call upon the services of Jean-Pierre Moreau, the French team's masseur.
Dehydratation in drivers has not been studied before. The situation is quite simply explained by saying that a driver has to perspire in order to lose heat built up by muscular effort and concentration. But this water loss has to be made up for by the intake of liquids and minerals in strictly defined proportions.
Ideally, liquid should be taken in small quantities before the race, possibly by a special device during the race and in greater quantity after the race. Food is also important. The doctors suggest a maximum of 4000 calories, adapted to the driver's taste, and of course, thoroughly digestable. Large quantities of solid food should not be taken within three hours of the start.
Motor-home regulars may think that there's still a lot to be done to improve their dietic balance. The Richalet-Bertrand team backed up their principles with a convincing experiment conducted on Pironi at Monaco and Jarama. At the former, Didier had a light breakfast and just three litres of water, fruit juices and tea before the 4pm start. He was exhausted at the end. At the hotter Jarama, as well as a large breakfast, he ate a reasnble lunch at midday, as well as drinking five litres of liquid in total including a thermos in the car) and was normally tired at the end of the race.
The doctors are still gaining experience. Material accumulated so far is obviously a tremendous help, but there are still more questions to be answered. The next area of research will involve the effects of vibration and shock on the spinal column. Technical progress in formula 1 is considerable. Doctors Richalet and Bertrand are concerned as to the forces exerted on the dirvers. There's still a great deal more that could be done for the driver's comfort and health, in the driving position, installation in the cockpit and overalls.

Dr Richalet is also concerned with safety. According to him, motor racing drivers may have avoided the use of drugs so far, such are the demands on the brain in motor racing, but he feels that drivers may son be forced into using them. This opinion isn't shared by everyone in Formula 1, who feel that the use of betablocker-type stimulants has already solved the problem...
Nevertheless, it's clear that racing drivers are now recognised - if only by the medical profession - as true supermen in the athletic worl. Even if they do all their work sitting down. □

NEW OSELLA:



THE LIGHTER, STIFFER FA/1C

TECHNICAL

From the moment it was unveiled at its official presentation, everyone agreed that the new Osella FA/1C looked neat and tidy, a description which did not fit its predecessors. Under the sickly blue and white bodywork, there is a much stiffer "English-style" monocoque, for as team owner Enzo Osella admits, the old FA/1B was too big, too heavy and much too flexible. The "C" model brings the little team from Turin up to date with the opposition after nearly two years as an "also ran."

by Giorgio PIOLA

The designer of the FA/1C is Giorgio Valentini, who has obviously concentrated on making the car as simple and as strong as possible. Aerodynamically, there are some strong British influences: at the front from the Arrows A3 and at the rear from the Brabham BT49.

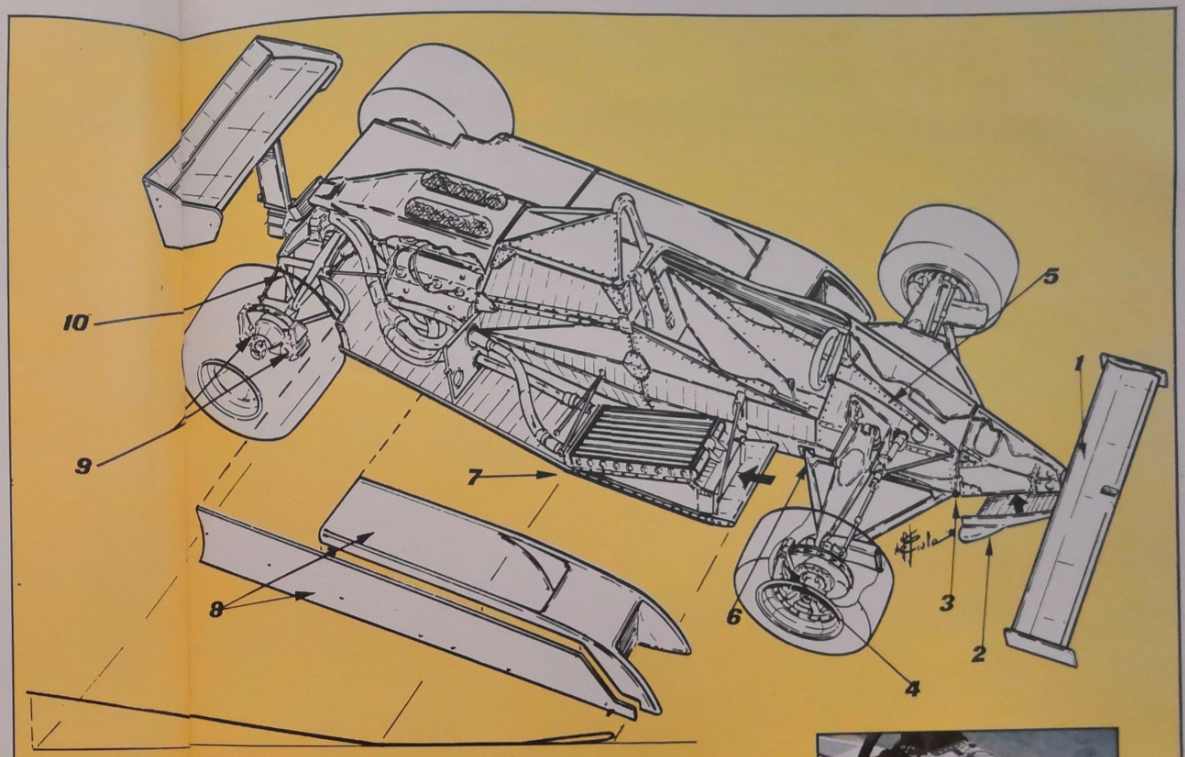
The most important innovation is in the monocoque itself, which is far stiffer than any previous Osella. Previous Osellas have been "aero" monocoques like the Ferrari, with a sub-structure of steel tubes, but the FA 1C has a true monocoque tub, although the use of honeycomb structures (an integral part of most English designs) is restricted to its use on the outside of the chassis to improve driver protection.

Osella worked hard to get the new car ready for Monza, and in some cases parts from the FA/1B had to be fitted so that it could be completed in time. An older front anti-roll bar adjustement system was in use, but this should soon be replaced by an updated version. Valentini has designed a system with two links which are themselves adjustable, giving a greater range of control.

New rear suspension is also expected, as is a spacer between engine and gearbox to increase the wheelbase. Currently it measures only 264 cms from front to rear wheels, the shortest in Formula 1, so it's easy to see why the FA/1C appears so small.

Osellas have always been fairly heavy, but the latest version is already close to the regulation minimum weight of 585 kilos. When the new rear suspension specifically designed for this car is fitted, it could be under the weight limit. This is an important step forward for the little Italian team.

The aerodynamics were developed in the Orbassano wind tunnel with help from engineer Beccio, whose researches have produced a much-refined version of the lines familiar on previous tank-like Osellas. All that remains now is that the usual teething troubles can be ironed out, so that the team can continue with progress made since Jarier joined the team mid-season. □



1 - Front wing

2 - Two piece nose

3 - Lower wishbone front mounting point

4 - Brembo brakes

5 - FA1C monocoque. Note forward position of cockpit

6 - The rear mounting point of the lower front wishbone takes all the load

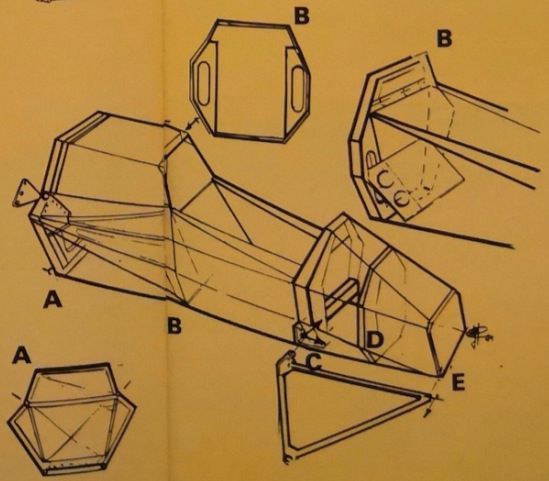
7 - Interior side wing profile

8 - Two-piece side pods

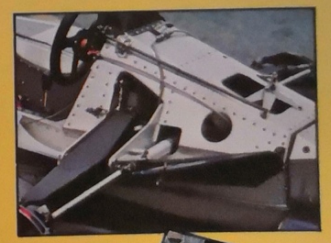
9 - Lockheed rear brakes

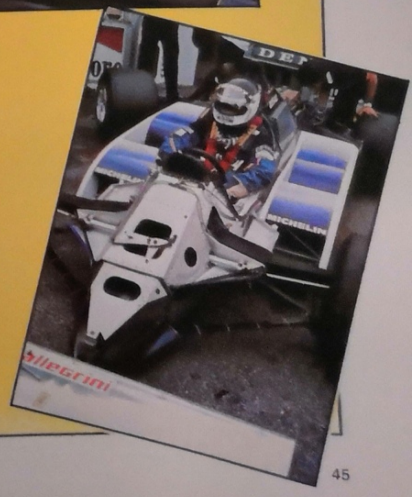
10 - FA1B rear suspension

Osella's FA1B was a spaceframe chassis constructed from rectangular tubing onto which was riveted an aluminium skin



The Valentini-designed FA1C is Osella's first monocoque built around four bulkheads (A, B, C, D). A: the rear bulkhead onto which the engine is mounted. It is reinforced by two cross sections. B: the widest bulkhead in two parts. Note the angled monocoque sides. C: the rear mounting point of the front lower wishbone is mounted onto this third bulkhead. Left and right suspensions are interconnected. D: small front bulkhead. The load at point E is re-transmitted to the C bulkhead. Note honeycomb stuck to the outside of the monocoque, not sandwiched as on most cars





GILLES'S WATERY REVENGE

Gilles proved to be as talented on water as he is in the air and on the track. But he'd been practising in his own 1400 bhp powerboat (Photo Bernard Asset/A+P)

When Cardinal Tolomeo Gallio built his holiday villa on the shores of Lake Como in 1500, it was intended as a place of relaxation. Later it was converted to a hotel, the world famous Villa d'Este. It was visited by the world's stars and nobility who sought the gracious living for which it had always been renowned. Clark Gable, Liz Taylor, King Baudouin of Belgium, the Dukes of Windsor, Bernard Shaw and Ernest Hemingway: they all enjoyed the peace and quiet of the classically laid-out gardens which stretch down to the lapping waters of the lake. Above them, mountain peaks bathed in sunlight shade the lake. But Cardinal Gallio would have turned in his grave if he'd known about the scene on the lake below his beloved villa, 301 years after its construction. The waters were churned white and the gardens echoed with the power of outboard racing boats driven by seven of the world's best motor racing drivers.

by Martino RIMINI

Patrese and Villeneuve fight it out on Lake Como. Both boats bore the scars of battle afterwards (Photo Bernard Asset/A+P)

The shores of Lake Como were lined by 20,000 people on the Sunday before the Italian Grand Prix. Few powerboat races can boast such crowd figures; perhaps only the Paris Six Hours or the Parker Six Hours in the United States. But for a week before the race the Italian papers, for different reasons, had carried news about the competitors. Gilles Villeneuve had been accused of a being a less-than-innocent party in the start-line shunt at the Dutch Grand Prix. Riccardo Patrese's imminent departure to the Parmalat-sponsored Brabham team had its share of column inches. Giacomelli's future had been discussed, and Didier Pironi would be making his second public racing appearance since he'd joined the Ferrari team.

All in all, the Sunday afternoon had the ingredients of a relaxed but

Pironi arrives, Villeneuve leaves. Lake Como provided very different racing scenes from those at Monza (Photo Bernard Asset/A+P)

competitive event. Theoretically, everything was strictly in fun: nevertheless, no quarter would be given. The organisers' greatest concern was the whereabouts of some of their principal stars. Only when Gilles Villeneuve's helicopter touched down on the close-cropped billiard-table smooth lawns of the Villa d'Este did their worries disappear. Out of the helicopter emerged not only Villeneuve but Didier Pironi and Bruno Giacomelli.

Tullio Abbate breathed a sigh of relief. This charming, self-made man builds many of the world's finest powerboats in his factory on the shores of the lake. Amongst his distributors is Didier Pironi, the French importer. For this Sunday's event, he had lined up seven of his Abbate Seastar models, giving 180 bhp and normally selling for over £10,000.

The idea of a powerboat race between Formula 1 drivers came up over dinner one evening between Abbate, Pironi and Villeneuve. The project only became reality with the help of the Villa d'Este and a number of sponsors.

Making the drivers feel at home was the usual pre-race briefing. But it was a briefing with a difference. Instead of the usual information, e.g. what would happen if the track were to become wet (scarcely applicable), it was more a crash course in powerboat "etiquette." Surer, who had no previous experience of the sport, needed a lesson in throttle control. Giacomelli, a recent convert to staying alive in the water (or swimming as it is sometimes known), had to be instructed in the mysteries and advantages of a life jacket.

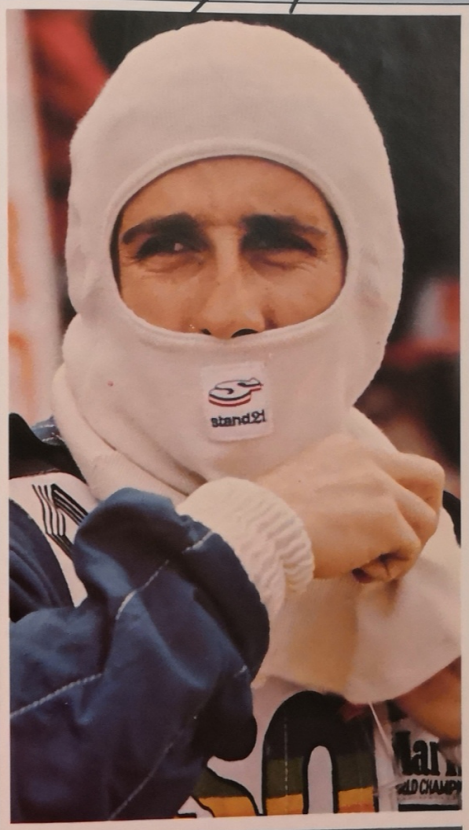
Fortunately no one needed their life jackets, least of all Giacomelli. He shot into the start of heat one, and no one was able to catch him. Surer learnt his lesson well and took second place, having held off Patrese.

The second heat was more closely fought. The drivers drew lots for the different boats and the first heat winner, hoping for some consolation after a disappointing season with Alfa Romeo, found himself last... and there he remained. Pironi led at first with Villeneuve right behind him. A thrilling battle had the crowds cheering for their favourite Ferrari drivers. When there's someone in front of him, Villeneuve wants to pass. He mounted his attack. Suddenly the bow of his boat rose up on the stern of Pironi's. The crowd gasped, but the incident passed without serious damage to either boat. Now Villeneuve led, but his race wasn't won yet. The Canadian found himself behind Patrese who had stopped in the 'pits' and was now a lap behind. No Formula 1 driver likes to be overtaken, and Patrese did all he could to prevent Villeneuve from passing. The Italian found it fun, but Gilles was impatient. At the last corner he rammed the Italian's boat. The two fought all the way to the finishing line, but it was Villeneuve who took the chequered flag.

After the points had been added together it was Gilles who was acclaimed the winner of the Villa d'Este's trophy. *"It was great,"* said the Canadian, *"and a lot of fun. But I'm used to powerboats. My own is an offshore version powered by two Ford engines giving 1400 bhp. It's impossible to compare with Formula 1 racing. It's too different. One can relax on the water, but it's all hard work in a racing car."*

While Villeneuve gave interviews, a slightly bemused Tullio Abbate sat at the bar nursing a cognac. He couldn't quite believe that all his boats were still in one piece. After some cosmetic touches, they would be sold. Their battle scars would surely increase their value, such was the fame of those who had inflicted them. □

PROST *Scriptum*



I promised in the last column that the Renaults were going to go well at Monza. I'm delighted to say that everything went perfectly for us and I was able to take my third win of the year. I'm not sure that Alan Jones was too happy, because I know that he was out for revenge. He must have driven well to do what he did, but there was nothing even he could do to touch us.

Afterwards I was told by a journalist that it was the first time a French driver had won three GPs in one season. There has never been a French world champion either, so that looks like being my next target. I don't expect to make it this year, but I'm setting my sights on '82.

If you study the table carefully, you will see that there is still a chance, at least in theory, of me winning the championship. It's only a mathematical possibility, so it would be stupid of me to expect too much at this stage. Not only would I have to pull off something sensational at the Montreal and Las Vegas circuits, both of which look unsuitable for our turbocars, but it would also take some incredibly bad luck as far as Reutemann and Piquet are concerned. The same applies to Alan Jones, who has the same number of points as me.

Whatever happens in these last two races, I think I can be satisfied with this season's results. In only my second season of F1 I was able to win three GPs. And in every race that I finished I was in the first three. There's nothing to complain about in that record.

In terms of results, my team mate René Arnoux has not had such a happy year. Nevertheless, he's had four pole positions and two other starts from the front row.

Generally speaking, he's been having a much better time in qualifying sessions than me. Unfortunately, in the last six races the best results he's been able to pick up have been a 3rd at Dijon and a 2nd at the Osterreichring: as you can see, that's not much to show.

Several kind souls are now trying to find out if Rene has taken umbrage because I've been winning and he hasn't. I am delighted to say that it hasn't made any changes at all in the excellent relationship between us. We've been getting on together perfectly ever since the start of the year and nothing has changed in the light of subsequent events.

You have to understand that in any two-car team there tends to be one driver who does better than the other, regardless of his own contribution or even the fact that both cars are equally well prepared. It's just the way things go.

It would be a mistake, though, to draw too many conclusions from just looking at the results. The important thing is that everyone in the team works together well, and that the drivers establish a good understanding. I think we proved at Monza that the Renault team works like that.

During practice, for example, I wasn't too happy with my car's suspension settings. In the end, on Sunday morning, I asked to have Rene's settings put on to my car. All the time and trouble which he'd put into sorting out his car during the previous two days was made available to me. It would be going too far, I think, to suggest that it was Rene who was responsible for my eventual win, but it goes to show that good relations between the drivers is a vital element in any team... and also that Rene's results this year are scarcely a reflection of his true capabilities.

I'm a firm believer in not jumping to hasty conclusions. The people who are currently "rubbishing" Rene are the same sort of critics who not so long ago were attacking Jean-Pierre Jabouille. Let's wait and see what happens next year, because in my opinion Rene has got everything it takes to do extremely well in the 1982 championship. He has an excellent chance of finishing... well, at least second. Behind me. If it turns out that the order is reversed, I would ask you kindly not to start being unkind about me, because one thing is for sure. And that is that sooner or later I am not going to be so successful.

Alain Prost

OK, AYJAY?

Alan Jones

There wasn't a lot for Alain Prost and me to discuss at Monza. Although we met on the podium for the second time in two weeks, I suspect that he must have had a much more comfortable time on his way to victory inside his powerful turbocar than I did in my Williams. As some of you will know, I started the race with a broken finger... and not once during the 52 laps was I able to forget it.

It was worth it, though. Second place at Monza was a high spot of the season for me, because I would like to think that it marks the turning point in the torrent of bad luck that I've had this year. We took a bit of a gamble at the start by fitting soft tyres all round. It was a similar decision to the one we made at Zandvoort, but at Monza the circumstances were different because I had the feeling on the warm-up laps that it might rain soon after the start. Frank agreed with me, I'm glad to say, and the latest Goodyears did the rest. They were in perfect shape when I stepped out of the car afterwards.

If it hadn't been for the broken finger, I might even have been able to give Alain a harder time. With two fingers on the right hand bandaged together, I was having to watch every gearchange very carefully. As a result, I don't think that I was driving at my best, in fact my own estimate is that I could have gone about a second a lap quicker.

We were both a bit surprised not to see Carlos on the podium with us. He seemed OK when we met afterwards in the motorhome, but it was obvious that he would have liked to have done better. He was running his car with much less downforce than mine, which would have made him potentially faster than me if it hadn't rained. Partly because of the problem with my finger, I had decided on Saturday night to run my car in the "high downforce" specification: the fact that it rained in the race was pure luck. And as I have said, for once luck was on my side.

Everyone wants to know now what my tactics will be if I find myself in front of Carlos in one of the next two GPs. Will I move over for him, or will I keep my place in the hope of improving my own points position? Frank says that the Argentine journalists seem to expect him to pull me out of the race immediately!

To tell the truth, I haven't made up my mind completely about what I would do. Carlos decided in Brazil to set a sort of precedent, so I suppose there isn't a fixed agreement anymore. We certainly didn't discuss the matter before the start at Monza, and with Piquet between us until the last lap there was no question of Frank hanging out a "REUTJONES" signal. I can't help wondering what all those Argentine fans would have said if it had been necessary for him to do so.

Carlos and I made an agreement before the start of the season. When he chose to break it I considered the agreement at an end. I am pretty sure that Carlos feels the same way. So, while I still have a chance to win the title, however remote, it's every man for himself.

The doctors say it's going to be six weeks or so before my finger is completely healed, certainly not until after the race at Las Vegas. Frank was not at all sympathetic when he heard that I had been involved in a mêlée. All he said was that I should have checked that there wasn't more than one of them!

Fortunately I don't have that sort of problem with Alain Prost. He was kind enough in a recent article to offer me a place beside him on the podium at Monza. In response, I can only say that I think he's going to have a very difficult time finding his way up there at Montreal, where the circuit requires a bit more than sheer horsepower...

Cockpits

RENAULT ELF

Renault RE 33:
Rene Arnoux (F)
Renault RE 35:
Alain Prost (F)

Arnoux's Renault had the same type of one-piece wing support which had been seen on Prost's car at Zandvoort. All three turbocars had a big radiator cowling on the top of the side pods which improved air flow to the rear wing. While Arnoux took Renault's 4th consecutive pole position, Prost was troubled with a faulty hydraulic suspension and spongey brakes on the Friday. He had more brake trouble on Saturday. Although Prost started from third spot on the grid, he shot straight into the lead at the start and held it for all 52 laps. He had no complaints and said that the handling was better on races tyres than on qualifiers. In contrast, Arnoux made a mediocre start but was up to second place by the fifth lap. On lap 12, while trying to avoid Cheever's spun Tyrrell, he went off the road and was unable to restart.

TAG WILLIAMS

Williams-Ford FW 07C/15:
Alan Jones (AUS)
Williams-Ford FW 07C/17:
Carlos Reutemann (RA)
Williams-Ford FW 07C/16:
spare

There were no major changes to the Williams for Monza. Reutemann had no serious problems and became the first non-Renault driver to get onto the front row since Watson at Dijon. Jones, on the other hand, had a much rougher ride. Not only did he have a broken finger on his right gear-changing hand, but he was troubled on both days. On Friday his race car's engine was down-on-power, so he took over the spare which didn't handle so well. On the Saturday he had brake problems; then midway through the second session, first a valve spring broke, and later on the same lap the engine blew altogether. Alan got back to the pits too late in the session to even try and improve his time in the spare. Both drivers tried their cars without front wings on Saturday, and Reutemann opted for that configuration for the race. He was handicapped in the race by the hard left tyre, especially in the rain, but even more by a severe lack of downforce when the track was wet. Jones, starting fifth on the grid, steadily worked his way up to second place after 13 laps, and despite a valve spring which broke in the last five laps, he finished second. Reutemann dropped as low as eighth in the rain, but came back up to fourth which became third when Piquet's engine failed on the last lap.

JOHN PLAYER TEAM LOTUS

Lotus-Ford 87/4:
Elio de Angelis (I)
Lotus-Ford 87/3:
Nigel Mansell (GB)
Lotus-Ford 87/2:
De Angelis's spare

The Lotus mechanics spent most of Thursday night building up chassis number five, but even so, it wasn't ready for Friday's practice. Fortunately, Mansell didn't need it, despite it being the first time he'd raced at Monza. Both race machines had slightly revised suspension geometry and different air boxes from those at Zandvoort. De Angelis tried a different set-up on his spare 87 on Friday as an experiment, while Mansell felt that his engine was slightly down-on-power. The English driver had more problems on the Saturday with a water leak, but qualified in 12th place for his first Monza Grand Prix. De Angelis was also in trouble. Both his front and rear suspension broke, and because the suspension set-up differed to that of the spare, it was a problem replacing the broken parts. Even so, the Italian slotted into 11th place on the grid. The two Lotus drivers maintained their positions during the early stages, although Mansell was soon to drop back with a couple of off-track excursions. These caused both skirt and suspension damage, and Nigel retired in the pits. De Angelis disposed of both de Cesaris and Pironi in the second half of the race to finish fourth overall.

TYRRELL

Tyrrell-Ford 011/2:
Eddie Cheever (USA)
Tyrrell-Ford 011/1:
Michele Alboreto (I)
Tyrrell-Ford 010/2:
spare

The team had made a lot of suspension changes. There was both a new front and rear suspension, and a longer wheelbase as the front suspension was mounted further forward. There were also new rear anti-roll bars. Because of the new wheelbase, the weight distribution was altered which pleased the two drivers. On Saturday, Alboreto tried another rear suspension set-up with a lower top rocker. Cheever qualified in 17th place, and Alboreto was 22nd, despite an off-track excursion on Saturday morning. But it wasn't a happy race for either driver. Alboreto was delayed at the start and was later involved in Watson's accident, while Cheever got up to 17th place before spinning off in the wet on the 11th lap.

Cockpits

FERRARI SEFAC

Ferrari 126 C/053:
Gilles Villeneuve (CDN)
Ferrari 126 C/054:
Didier Pironi (F)
Ferrari 126 C/052:
Villeneuve's spare
Ferrari 126 C/0498:
Pironi's spare

The four Ferraris at Monza were in varying specification. Only Pironi's spare had the squarer chassis, while the other three had suspension mountings in titanium instead of the usual casting. All three versions also had revised suspension geometry, although the front rocker arms were mounted proud of the chassis, giving an almost one to one ratio, as on the 498. Two versions also had revised air outflow from the radiators. Although Pironi and Villeneuve qualified eighth and ninth respectively, it wasn't without some drama. The skirts were working satisfactorily for the first time, but Pironi destroyed his race version at Lesmo on Friday afternoon. He continued the session later in his spare, but the

next day, that developed a turbo leak, and although everything was changed, it was to no avail so he took Villeneuve's spare. It was in that car that he set his time, but Villeneuve was un able to drive it when his own engine blew. The next day, Pironi blew an engine in the warm-up, but it was changed in time for the race. Pironi delighted the crowd by holding an early second place, while Villeneuve was up to sixth on the sixth lap when his engine broke in a spectacular cloud of smoke and flame. Pironi was never out of the top six from then on, despite a badly handling car. Later he personally overheated because of an ill-fitting seat, and the engine cover began to work like an air dam, but he came home in fifth place.

PARMALAT BRABHAM

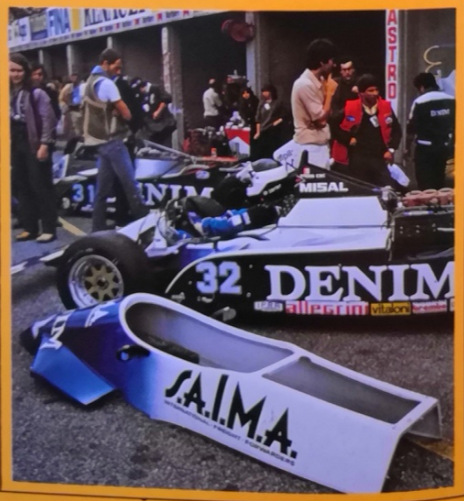
Brabham-Ford BT 49 C/14:
Nelson Piquet (BR)
Brabham-Ford BT 49 C/12:
Hector Rebaque (MEX)

Piquet's two Brabhams were set up differently from each other, with the spare carrying settings destined strictly for quick one-off practice laps. However, after a big spin into the sand at the Ascari chicane on Saturday afternoon (caused by a stone that got trapped between brake caliper and wheel rim, piercing a rear wheel), it was his Friday time, set with the "race" chassis which had to stand for the grid. Carbon fibre brakes were seen this week only on the spare car. Rebaque qualified 14th after complaining that he had been hampered by slower cars when he was using his qualifying tyres. The Mexican had electrical troubles on the grid (cause unknown), got some help with a push start from the March mechanics, but retired with engine trouble on the first lap. Driving cautiously, Piquet slipped to 9th place in the early stages before working his way into 3rd place at half distance. He was still there as he started the last lap, when a piston broke without warning. Though forced to park within sight of the line, he was nevertheless credited with 6th place in the results.

DENIM OSELLA

Osella-Ford FA1C/01:
Jean-Pierre Jarier (F)
Osella-Ford FA1B/04:
Beppe Gabbiani (I)

The team had no spare car at Monza, although it was back at the factory in Turin. Naturally, everyone was concentrating on curing any teething troubles on the new FA1C which is described in our technical article. Jarier's main complaints were of handling and brakes, but this was only to be expected. He qualified the car on the ninth row, but Gabbiani didn't get onto the grid at all. Jarier wasn't in top form on Sunday, following a road accident in which his car hit a 13 year old child who was killed. The Frenchman slipped to the back of the field during the race, and finished ninth.



MARLBORO MC LAREN

Marlboro-Ford MP 4/3:
John Watson (GB)
Marlboro-Ford MP 4/1:
Andrea de Cesaris (I)
Marlboro-Ford MP 4/2:
spare

Despite his crash at Zandvoort, de Cesaris was back in his usual car for Monza. Chassis number two, the spare, was as in Zandvoort with wider front track. Watson tested this version but prefered his usual set-up. It was a dramatic and fraught weekend for the Marlboro team. De Cesaris crashed on Friday when he put a wheel on the wet at the first chicane and the resulting impact tore off one front corner. The damage couldn't be repaired immediately, so Andrea had to miss Friday's official session while the team's sponsor co-ordinator Creighton Brown and James Hunt brought out spare parts from England. Watson qualified for the fourth row, while de Cesaris got onto the eighth row in just one session.

Watson dropped back in the early stages, but was in seventh place when he put a wheel on the kerb at Lesmo and crashed heavily on lap 19. De Cesaris inherited that position a few laps later, dropped to eighth when de Angelis overtook, but was in seventh place on the last lap when he stopped with a puncture. But for that, he would have taken sixth place as Piquet had stopped. The team will have revised aerodynamics for Montreal and Las Vegas.

CANDY TOLEMAN

Toleman-Hart TG 181/5:
Brian Henton (GB)
Toleman-Hart TG 181/4:
Derek Warwick (GB)
Toleman-Hart TG 181/2:
spare

The big news, without doubt, was that Henton qualified a Toleman for its first Grand Prix. Henton's machine had both new front and rear suspension of the same track as before but different geometry. Furthermore, his Toleman was five kilos lighter than previously. On Friday, his monobloc Hart engine was slightly down-on-power, and an intercooler (still not a Beyr version) split. But a new monobloc was delivered in time to be fitted for Saturday and it was then that Henton set his 23rd fastest time. Warwick inherited the less powerful monobloc and didn't qualify. Henton's Toleman survived an overnight protest from the Theodore team about skirts fixings. Within two lap of the race, Henton was ahead of both Tyrrells but then a misfire set in, and after only a couple more laps, the rev counter broke. But Henton stuck at it and finished Toleman's first Grand Prix, much to their supporters' delight.

THEODORE RACING

Theodore-Ford TY1/01:
Marc Surer (CH)
Theodore-Ford TY 1/02:
spare

Surer was driving the original Theodore which been updated to the latest specification, and since Zandvoort, new side pods had been devised whose pressure centre was further back than the previous pods. This system had been tested at Brands Hatch on the Monday before Monza, but it obviously wasn't satisfactory. Surer failed to qualify for the race which is the closest to his home country of Switzerland.

MARLBORO ALFA ROMEO

Alfa Romeo 179 D/02/05:
Mario Andretti (USA)
Alfa Romeo 179 C/04:
Bruno Giacomelli (I)
Alfa Romeo 179 B/06:
spare

Six C-type chassis will be built, the first to be taken to Montreal to replace the current spare B-type chassis. There were a number of novelties at Monza, including Ligier-type carbon fibre side pods extending to the driveshafts on the C- and D-type chassis. Both cars also had new front wing supports. The straight Ligier-type exhausts were used on Friday, fitted with magaphones, but these were replaced with previous models on the Saturday, even though Carlo Chiti said that the megaphones gave an extra 10 bhp and better torque. Giacomelli had to take to the spare on Friday when an oil pump pipe broke and he nearly blew the engine. Giacomelli, who celebrated his 29th birthday on the Friday, started the race from the fifth row and Andretti from the seventh row. When the rain began to fall, the Italian moved up from seventh to third in five laps, but on lap 25, he began to suffer gearbox trouble, and ultimately finished eighth. Andretti was in the top six with 12 laps to go when the engine broke.

RAGNO BETA ARROWS

Arrows-Ford A3/5:
Riccardo Patrese (I)
Arrows-Ford A3/3:
Siegfried Stohr (I)
Arrows-Ford A3/2:
spare

The team had tested a week before the Grand Prix at Monza on Pirelli's twin compound tyres with considerable promise. But following a FISA telex about skirt mountings, the mechanics had had to modify the Arrows which not only added an extra 10 kilos to the car's weight, but also made them a lot less competitive. They also tested both big front wing and nose fins, but Patrese ended up only 20th on the grid, while Stohr didn't qualify for what was almost certainly his last Grand Prix with the team. Patrese was never higher than eleventh when his engine broke on the 19th lap. The team will revert to the previous skirt mountings for Montreal.

ATS WHEELS

ATS-Ford HGS/2:

The cars were fitted with new side pods and skirts systems plus a different gearbox which was even narrower than that seen at Zandvoort. Borgudd had never raced at Monza before, but put his car onto the grid in 21st place. His race lasted only ten laps when he crashed out of 19th place.

FITTIPALDI

Fittipaldi-Ford F8C/3:
Keke Rosberg (SF)
Fittipaldi-Ford F8C/4:
Chico Serra (BR)
Fittipaldi-Ford F8C/2:
spare

What can be said about the Fittipaldi team? No money, no development, poor engines: they all contributed to yet another non-qualification by both drivers. Would the rumoured inclusion of Johnny Cecotto have made any difference? It's unlikely. The truck was on its way back to England on Saturday night.

ENSIGN

Ensign-Ford N 180 B/15:
Eliseo Salazar (RCH)
Ensign-Ford N 180 B/14:
spare

Small aerodynamic changes had been made to the Ensigns with different side pods similar to Brabham's which worked very well. Hard skirts were fitted to one side of the car and soft ones on the other side. The main problem which frustrated Mo Nunn was an old engine which was far from at its best. Nigel Bennet was back at the factory working on the new car. Salazar squeezed onto the grid in 24th place, but had his front nose fins knocked askew early on. On the 13th lap in the rain, Salazar spun out of 15th place and retired there and then.

TALBOT GITANES

Ligier-Matra JS 17/05:
Jacques Laffite (F)
Ligier-Matra JS 17/03:
Patrick Tambay (F)

All three Ligiers had new skirts, while Laffite's monocoque was stiffened around the cockpit area as Tambay's had been at Zandvoort. Tambay tested a new airbox on both Friday and Saturday, and both drivers had radiator cowlings on top of the side pods, similar to those fitted to the Renaults. This meant that they could run slightly less rear wing, and that the aerodynamic pressure point was also changed. Laffite had an engine problem on the Friday and then discovered that the spare didn't handle well, but he set fourth fastest time on the Saturday. Tambay was only 15th on the grid. Laffite was up to third by the seventh lap, but then a tyre began to deflate as the rain began to fall. In the belief that the race would be stopped, Laffite stayed out on the track and slipped back to fifth, then eighth and then tenth before going off the track. Tambay's progress was in the opposite direction, but with the same result. From an early 16th, he was up to tenth by lap 12 when the rain fell, and within another six laps, he was in a creditable fourth place. By lap 21 he was challenging the equally determined Giacomelli for third when he ran over some debris from Watson's accident and suffered a puncture. When the tyre fell off altogether in the third chicane, Tambay pulled off the track and into retirement.

MARCH GRAND PRIX

March-Ford 811/06:
Derek Daly (IRL)
March-Ford 811/04:
spare

The rear suspension tested at Zandvoort had been taken off ready for the North American slow circuits. On Saturday Daly set his time without front wings, but expected to be quicker but for fuel pressure problems. He was quick again during the Sunday morning warm-up, and elected to start without the front nose fins. Within eleven laps, Daly had taken the Guinness Rizla March up to ninth place, but on a slippery track and without the frontal downforce of nose fins, he had a spin back to 12th place. By lap 27 he was back up to ninth, but having led the likes of de Angelis, de Cesaris, Andretti and Tambay, he then suffered gearbox trouble, losing fourth and fifth which then reappeared only for him to lose second and third. Then they reappeared, and then he lost third gear, leaving him with only second. It was a hopeless situation, so he retired to the pits with a broken crown wheel.

13 - 81 550 - OF

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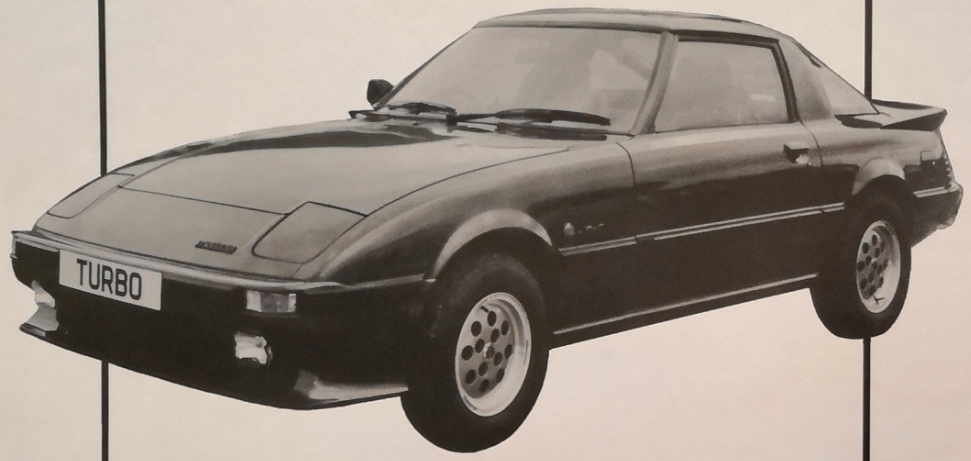

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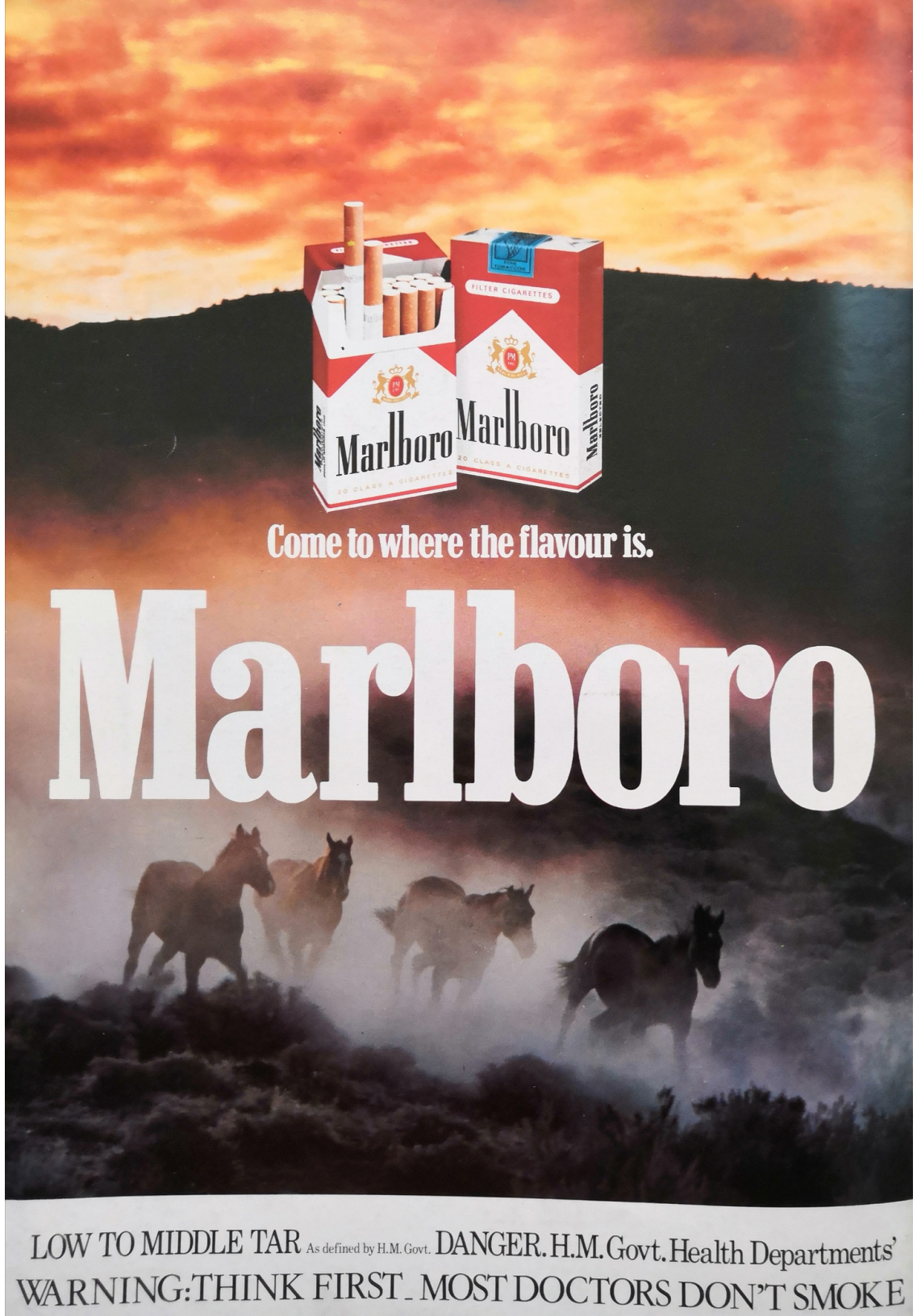

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